2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

17

Carroll County
City of Galax
Town of Hillsville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Ca	arroll Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County															
8 Blue Ridge Parkway	12.75	2000	0	From:		Grayson County I	Line			NA			NA		2002
(48) Blue Ridge Parkway	15.59	2000	0	To: From:		US 52		-		NA			NA		2002
40 ,				To-		Patrick County L	ine								
				From:		North Carolina Stat	e Line								
52	4.41	7400	G	93%	0%	3% 0%	3%	0%	F	0.084	F	0.613	7500	G	2002
52	5.01	4800	G	93%	0%	3% 0%	3%	0%	F	0.084	F	0.598	4900	G	2002
52	0.09	3600	G	From: 93%	0%	SR 148 3% 1%	2%	0%	F	0.087	F	0.509	3600	G	2002
<u> </u>				To: From:		0.09 MN SR 14									
52	4.72	3600	N	93%	0%	3% 1%	2%	0%	N	0.087	N	0.509	3600	N	2002
(F)	0.28	3600	N	From: 93%	0%	17-702 Stable F 3% 1%	2%	0%	N	0.087	N	0.509	3600	N	2002
52	0.20	3000	14	70:	0 70	New SCL Hillsv		076	IN	0.007	IN	0.509	3000	IN	2002
Town of Hillsville				From:		NEW COLUMN C	W. I. D.	•							
	1.02	2600	NI.	93%	0%	NEW SCL HILLS\ 3% 1%	71LLE 2%	00/	NI	0.007	NI	0.500	2600	NI	2002
[52]	1.92	3600	N	To:	0%	US 58	2%	0%	N	0.087	N	0.509	3600	N	2002
(52)	1.71	2200	G	92%	0%	3% 4%	1%	0%	F	0.09	F	0.653	2200	G	2002
				To:		NCL Hillsville	е								
Carroll County															
Carron County				From:		NCL Hillsville	e								
(52)	1.69	2200	N	92%	0%	3% 4%	1%	0%	Ν	0.09	Ν	0.653	2200	Ν	2002
<u> </u>				From:		17-705		Ī							
52	3.15	1800	G	92%	0%	3% 4%	1%	0%	F	0.088	F	0.601	1800	G	2002
$\overline{}$				To: From:		17-620									
(52)	4.46	780	G	92%	0%	3% 4%	1%	0%	F	0.089	F	0.584	790	G	2002
				To:		Wythe County L	ine								
City of Galax															
~~				From:		WCL Galax									
(58) Galax Bypass	0.47	9700	G	95%	0%	3% 0%	2%	0%	С	0.096	F	0.619	10000	G	2002
~				To: From:		Oldtown Rd		-							
58 Galax Bypass	1.10	7700	G	95%	0%	3% 0%	2%	0%	F	0.095	F	0.626	8100	G	2002
<u> </u>				To: From:		Fries Rd		ŀ							
58 Galax Bypass	0.20	13000	G	95%	0%	3% 0%	2%	0%	F	0.090	F	0.605	13000	G	2002
<u> </u>				To: From:		SR 89 Main S	t								
58 Stuart Dr	0.34	16000	G	95%	0%	3% 0%	2%	0%	F	0.09	F	0.582	16000	G	2002
				To		Meadow St		1.							
58 Stuart Dr	1.81	20000	G	From: 95%	0%	3% 0%	2%	0%	F	0.083	F	0.543	21000	G	2002
30)				To:											
58 Stuart Dr	1.10	16000	G	93%	0%	Haynes Rd 3% 1%	3%	0%	С	0.084	F	0.581	17000	G	2002
(50) Studie 21	1.10		•	To:	070	ECL Galax	0,0		Ū	0.001	•	0.001	17000	Ü	2002
Carroll County															
Carron County				From:		ECL Galax									
58	2.66	15000	G	92%	0%	3% 1%	4%	0%	F	0.078	F	0.536	15000	G	2002
				To:		17-887		<u> </u>							
(58)	0.67	16000	G	92%	0%	3% 1%	4%	0%	F	0.079	F	0.523	16000	G	2002
(58)				To:							_				
(50)	3.69	15000	G	From: 92%	0%	17-872 3% 1%	4%	0%	F	0.08	F	0.519	15000	G	2002
58	5.08	13000	3	JZ /0	U /0		→ /0	J /0		0.00		0.018	13000	J	2002
	0.70	45000		From:	00/	I-77	40/	00/		0.004		0.570	16000		2000
58	0.72	15000	G	91% To:	0%	3% 1%	4%	0%	F	0.081	F	0.573	16000	G	2002
				10.		WCL Hillsvill	e	<u> </u>							

					C	arroll Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hillsville				From:		WC	T TT:11:11-		ī							
59	2.10	15000	N	91%	0%	3%	L Hillsville 1%	4%	0%	N	0.081	N	0.573	16000	N	2002
58	2.10	.0000		To:	070			170		•••	0.001	.,	0.070	10000	.,	2002
58)	1.13	4600	G	91%	0%	3%	US 221 1%	4%	0%	F	0.079	F	0.584	4600	G	2002
36)	1.10	1000		To:	070		Hillsville	170		•	0.070	•	0.001	1000	Ū	2002
Carroll County																
~~~				From:			L Hillsville									
58	7.07	4600	N	91%	0%	3%	1%	4%	0%	N	0.079	N	0.584	4600	N	2002
~~~				From:			17-680									
58	8.14	2900	G	91%	0%	3%	1%	4%	0%	F	0.086	F	0.550	3000	G	2002
				To:			County Lir									
Jorth	0.04	45000	_	From:			rolina State		00/	_	0.000	_		40000	0	0000
77	0.94	15000	G	69%	1%	2%	1%	25%	2%	F	0.068	F	0.544	13000	G	2002
	Combined Traffic:	30000	G	70%	1%	2%	1%	25%	2%	F	0.066	F	0.514	28000	G	
lorth				To: From:		1	7-620 S		}-							
77	7.63	15000	G	69%	1%	2%	1%	25%	2%	F	0.063	F		14000	G	2002
	Combined Traffic:	30000	G	70%	1%	2%	1%	25%	2%	F	0.058	F	0.546	28000	G	
l a milla				To: From:			SR 148									
lorth 77	6.28	17000	G	69%	1%	2%	1%	25%	2%	F	0.065	F		16000	G	2002
11)	Combined Traffic:	33000	G	70%	1%	2%	1%	25%	2%	F	0.065	F	0.5	30000	G	2002
	Combined Traine.	33000	·	7070	1 /0			2070	270	ı	0.005		0.0	30000	J	
orth				From:			US 58									
77)	4.18	18000	Α								0	F		16000	Α	2002
	Combined Traffic:	35000	Α								0.184	Α	0.655	32000	Α	
lorth				To: From:		1	7-620 N		}							
77)	5.03	17000	G	69%	1%	2%	1%	25%	2%	F	0.07	F		15000	G	2002
"	Combined Traffic:		G	70%	1%	2%	1%	25%	2%	F	0.066	F		32000	G	
				To			SR 69									
lorth			_	From:	40/			0=0/		_		_				
77	0.23	22000	G	69%	1%	2%	1%	25%	2%	F	0.069	F	0.504	20000	G	2002
	Combined Traffic:	39000	G	70% To:	1%	2% Wytho	1% County Li	25%	2%	F	0.074	F	0.504	36000	G	
				From:			Ť									
outh 77	1.07	16000	G	70%	1%	2%	rolina State 1%	25%	2%	F	0.065	F		14000	G	2002
(1)	Combined Traffic:		G	70%	1%	2%	1%	25%	2%	F	NA	•		28000	G	2002
	Combined Traine.	30000	·	7070	1 /0			2070	270		INA			20000	J	
South				From:		1	7-620 S									
77)	7.92	16000	G	70%	1%	2%	1%	25%	2%	F	0.063	F		14000	G	2002
	Combined Traffic:	30000	G	70%	1%	2%	1%	25%	2%	F	NA			28000	G	
outh				To: From:			17-775									
77)	6.23	16000	G	70%	1%	2%	1%	25%	2%	F	0.066	F		15000	G	2002
	Combined Traffic:		G	70%	1%	2%	1%	25%	2%	F	NA	-		30000	G	_,,,_
				To:			US 58									
outh		40000	_	From:	401			050/		_		_	_	40000		000
77)	4.31	18000	A	70%	1%	2%	1%	25%	2%	С	0.146	Α		16000	A	2002
	Combined Traffic:	35000	Α								NA			32000	Α	
South				From:		1	7-620 N									
77)	4.76	18000	G	70%	1%	2%	1%	25%	2%	F	0.075	F		16000	G	2002
	Combined Traffic:	35000	G	70 <u>%</u>	1%	2%	1%	25%	2%	F	NA			32000	G	
				To:		Wythe	County Li	ne								
City of Galax																
Main Ct	1.00	0000	_	From:	001		CL Galax	00/	001	^	0.404	_	0.500	7000	_	0000
89 Main Street	1.26	6900	G	93% To:	0%	3%	1%	3%	0%	С	0.101	F	0.522	7200	G	2002
				To:		SR 97	Pipers Gap	Kd								

					C	arron ivianiteriani	JE AI Ea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Galax				From:		CD 07 Din C	n a								
(89) Main Street	0.90	7200	G	96%	0%	SR 97 Pipers Gap 2% 1%	1%	0%	С	0.091	F	0.622	7500	G	2002
89 Main Street	0.16	5700	G	From: 96%	0%	Clark Ave	1%	0%	F	0.091		0.519	5900	G	2002
89 Main Street	0.10	3700	G	90 /0	0 70		1 /0	0 /0		0.031		0.519	3900	G	2002
89 Main Street	0.63	4800	G	97%	0%	Oldtown St 2% 0%	0%	0%	С	0.09	F	0.592	5000	G	2002
C. B.C. A				To:		US 58 Stuart D	r								
Carroll County				From:		Grayson County I	Line								
94)	9.20	780	G	96% To:	1%	2% 0%	1%	0%	F	0.092	F	0.509	800	G	2002
City of Galax						Wythe County L	ine								
	0.44		_	From:	00/	SR 89 Main S		00/	_	0.005	_	0.010	2222	_	2222
97) Pipers Gap Rd	0.11	2900	G	95% To:	0%	2% 1% ECL Galax	1%	0%	С	0.085	F	0.616	3000	G	2002
Carroll County															
07	3.76	2500	G	95%	0%	Grayson County I 3% 1%	2%	0%	F	0.092	F	0.626	2600	G	2002
97)	3.70			To:	J /0	17-713 Pipers G		L	'	0.002	'	0.020	2000		2002
97	4.51	1300	G	95%	0%	3% 1%	<u>а</u> р 2%	0%	F	0.089	F	0.551	1300	G	2002
				To		Blue Ridge Parky	way								
	8.12	3600	G	From: 90%	0%	US 221 East of Hill 3% 4%	sville 3%	0%	F	0.084	F	0.602	3700	G	2002
100	0.12	3000	G	90 /6 To:	0 /0	Wythe County L		0 70		0.004		0.002	3700	G	2002
				From:		I-77									
148	0.87	4400	G	87%	0%	3% 2% US 52 North of Fano	7%	0%	F	0.084	F	0.602	4400	G	2002
City of Galax						OS 32 North of Falls	гу Сар	<u></u> j							
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.47	0700	•	From:	00/	WCL GALAX		00/		0.000	_	0.040	10000	0	2002
(221) (58) Galax Bypass	0.47	9700	G	95%	0%	3% 0%	2%	0%	С	0.096	F	0.619	10000	G	2002
221 58 Galax Bypass	1.10	7700	G	95%	0%	OLDTOWN R	2%	0%	F	0.095	F	0.626	8100	G	2002
				To:		FRIES RD									
(221) (58) Galax Bypass	0.20	13000	G	95%	0%	3% 0%	2%	0%	F	0.090	F	0.605	13000	G	2002
~~~				From:		SR 89 MAIN S		-	_					_	
221 58 Stuart Dr	0.34	16000	G	95%	0%	3% 0%	2%	0%	F	0.09	F	0.582	16000	G	2002
221 58 Stuart Dr	1.81	20000	G	From: 95%	0%	MEADOW ST 3% 0%	2%	0%	F	0.083	F	0.543	21000	G	2002
221 58 Stuart Dr						HAYNES RD				0.000	•				
221 58 Stuart Dr	1.10	16000	G	93%	0%	3% 1%	3%	0%	С	0.084	F	0.581	17000	G	2002
				To:		ECL GALAX									
Carroll County				From:		ECL GALAX									
(221) (58)	2.66	15000	G	92%	0%	3% 1%	4%	0%	F	0.078	F	0.536	15000	G	2002
~				From:	201	17-887	•••				_				
[221] [58]	0.67	16000	G	92%	0%	3% 1%	4%	0%	F	0.079	F	0.523	16000	G	2002
	3.69	15000	G	From: 92%	0%	17-872 3% 1%	4%	0%	F	0.08	F	0.519	15000	G	2002
				To- From:		I-77]-							
221 58	0.72	15000	G	91% To:	0%	3% 1% CL Hillsville	4%	0%	F	0.081	F	0.573	16000	G	2002
Town of Hillsville						CL HIIISVIIIE									
~~~				From:		CL Hillsville							,		
[221] [58]	2.10	15000	N		0%		4%	0%	N	0.081	N	0.573	16000	N	2002
~~~	2.10	15000	N	91% To:	0%	CL Hillsville 3% 1% US 58	4%	0%	N	0.081	N	0.573	16000	N	20

					С	arroll Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hillsville															
(224)	0.56	7300	G	93%	1%	US 58 4% 1%	2%	0%	F	0.086	F	0.582	7400	G	2002
[221]	0.00	7000		Tn·	170	ECL Hillsville	270	070	•	0.000		0.002	7-100		2002
Carroll County															
()	0.88	7200	N	From:	1%	ECL Hillsville 4% 1%	2%	0%	N	0.006	N	0.502	7400	N	2002
(221)	0.00	7300	N	93%	1 /0			0 /0	IN	0.086	IN	0.582	7400	IN	2002
(221)	6.77	2500	G	From: 93%	1%	SR 100 East of Hills 4% 1%	2%	0%	F	0.089	F	0.607	2600	G	2002
221				To:		17-638 Dugspur									
221	3.37	1700	G	93%	1%	4% 1%	2%	0%	F	0.087	F	0.606	1700	G	2002
\bigcirc				To:		Floyd County Lin	e								
\bigcirc	0.00	400		From:		17-638									1000
600	0.60	120	R	To	,	70-614; Patrick Count	Line			NA			NA		1998
				From:		SR 94	Line	1							
601)	0.90	320	R	<u> </u>		510 74		<u> </u>		NA			NA		1998
				To:		Wythe County Lir	ie								
\bigcirc	0.04			From:	201	Grayson County Li		20/		2 4 4 2	_			_	
602	2.21	440	G	96% To:	0%	3% 0% SR 94 SOUTH	1%	0%	С	0.116	F	0.660	440	G	2002
				From:		SR 94 NORTH									
602	3.54	100	R	. —						NA			NA		1998
				To:		17-737									
(000)	0.15	30	R	From:		Dead End				NA			NA		09/26/2001
603	0.10	30		To:		0.15 MC D J E	1			INA			IVA		03/20/2001
603	0.49	30	R	From:		0.15 MS Dead En	u			NA			NA		09/26/2001
				To:		0.64 MS Dead En	d								
(603)	0.10	30	R	From:		0.0 1 1/15 D 044 D.1	<u> </u>			NA			NA		09/26/2001
				To:		17-654									
\bigcirc				From:		Grayson County Li	ne								4000
(604)	0.60	550	R	To:		SR 94		1		NA			NA		1998
				From:		Grayson County Li	no	<u>.</u>							
(605)	0.28	120	R	<u> </u>		Grayson County Er	nc .			NA			NA		1998
				To:		SR 94									
\bigcirc				From:		Grayson County Li			_						
606)	0.93	3200	G	98%	0%	1% 0%	1%	0%	С	0.096	F	0.708	3200	G	2002
	0.05	70		From:		17-721				NΙΛ			NIA		40/45/2004
606	0.25	70	R	_						NA			NA		10/15/2001
600	0.75	50	R	From:		0.25 MN 17-721				NA			NA		10/15/2001
606)	0.75	30		To:		Dead End		ĺ		INA			IVA		10/13/2001
				From:		Grayson County Li	ne								
(607)	1.30	1100	G	97%	0%	2% 0%	1%	0%	F	0.104	F	0.528	1100	G	2002
				To: From:		17-721 SOUTH		-							
(607)	0.30	3600	G	97%	0%	2% 0%	1%	0%	С	0.090	F	0.735	3700	G	2002
		_		To: From:		17-721 NORTH									
607	4.47	480	R	To:		17-635 SOUTH		1		NA			NA		10/15/2001
				From:		17-635 SOUTH 17-635 NORTH									
607	0.50	30	R							NA			NA		10/17/2001
				To		Dead End									
_	1.90	300	G	From:	1%	Grayson County Li 3% 0%	ne 1%	0%	С	0.122	_	0.692	300	G	2002
608	1.90	300	G	95% To:	1 70	3% U% 17-815 NORTH		U 7/0	C	U. 122	Г	0.092	300	G	2002

					Carroll Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus	QC Pea	Ωk	Dir Factor	AAWDT	QW	Year
Carroll County				From:	17 915 NODTH						
608)	1.20	200	R	<u> </u>	17-815 NORTH	N/	١		NA		1998
				To: From:	17-713						
608	2.68	320	R	To:	17-715 SOUTH	N.A	١.		NA		1998
				From:	17-715 SOUTH 17-715 NORTH						
608	0.50	70	R			N/	١		NA		08/01/200
<u></u>	0.30	70	R	From:	0.50 MS 17-715	N/			NA		08/01/200
608)	0.00			To:	0.80 MS 17-715	147	`		IVA		00/01/200
608)	1.28	70	R	From:	0.00 1415 17-715	N/	١		NA		08/01/200
				To: From:	BLUE RIDGE PKWY						
608	1.44	20	R	rioni.		N/	١		NA		08/01/200
				To: From:	BLUE RIDGE PKWY						
608	0.28	200	R			N/	١		NA		1998
				To: From:	SR 97 Gap Terminus 17-700 Gap Terminus						
600	0.40	40	R		17-700 Gap Terminus	N.			NA		08/01/2001
608	0.10		•••	Tai	17.003	1.0	•				00/01/200
600	2.40	50	R	From:	17-893	N/			NA		08/20/200
608)	2.40	30	1			1117	`		INA		00/20/200
	0.20	150	R	From:	17-856	NI.			NΙΛ		08/20/2004
608	0.20	150	ĸ			N/	١		NA		08/20/2001
				From:	BLUE RIDGE PKWY						00/00/000
608	1.14	80	R			N/	١.		NA		08/20/2001
_				From:	1.14 ME OF PKWY						
608	0.51	80	R			N/	١		NA		08/20/2001
				From:	17-874						
608	1.51	140	R			N/	١.		NA		1998
				To: From:	US 52 SOUTH						
000	0.29	330	R		US 52 NORTH	N/			NA		1998
608	0.20	000		To:	BLUE RIDGE PKWY SOUTH		•		1473		1000
_				From:	BLUE RIDGE PKWY NORTH						
(608)	0.50	230	R			N/	١.		NA		1998
<u> </u>				To: From:	17-614						
(608)	0.40	140	R			N/	١.		NA		1998
				From:	17-685						
608)	1.90	130	R			N/	١		NA		1998
				To: From:	17-682						
608	0.69	130	R			N/	١		NA		1998
				To: From:	0.69 ME 17-682						
608)	0.61	130	R	rioni.		N/	١		NA		1998
				To:	17-679 SOUTH						
608)	0.19	150	R	From:		N/	١		NA		1998
				To:	17-679 NORTH						
608	0.98	310	R	From:		N/	١		NA		1998
				To:	BLUE RIDGE PKWY						
608	1.10	60	R	From:	BEGE RIDGET KW 1	N/	ι		NA	-	09/17/2001
608	3	2.		To:	17 (01 COLUMN				. ** *		32 . = 50
(00)	0.05	520	G	From: 95%	17-691 SOUTH 1% 3% 0% 1% 0%	F 0.09	91 F	0.570	520	G	2002
608)	0.00	020	-	. T		1 0.0	, , ,	0.070	320	5	2002
	0.45	40	ь	From:	17-691 NORTH	N1/			NA		09/26/2001
608	0.40	40	R	To:	17-670 Gap Terminus	N.A	`		INA		09/20/2001
					17-070 Gap Tellillius	L					

Length	AADT	QA	4Tire	Bus		uck		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:											
1.20	40	R	<u> </u>		17-070 Gap Term	iiius			NA			NA		09/26/2001
2.06	60		To: From:		17-648				NIA			NIA		1000
2.06	60	ĸ	To		17.6/1		1		NA			NA		1998
1.00	50	R	From:		17-041				NA			NA		09/26/2001
0.41	90		To: From:		1.00 MS 17-64	1			NΙΛ			NA		00/26/2001
0.41	00	ĸ	To:		17 633		1		INA			INA		09/26/2001
0.85	60	R	From:		17-055				NA			NA		09/26/2001
0.09	60		To: From:		0.85 MS 17-63	13			NΙΛ			NA		09/26/200
0.00		, ,	To:		0.93 MS 17-63	13	1		INA			INA		09/20/200
0.11	60	R	From:		0.93 1110 17 03				NA			NA		09/26/2001
1.00	150		From:		17-639				NΔ			NΔ		09/26/2001
1.00	130	IX.	To:		17-631; 70-60	8			INA			INA		03/20/2001
0.00	240		From:		Grayson County l	Line			NIA			NIA		4000
0.60	240	ĸ	To:		17-608				NA			NA		1998
			From:											
2.36	170	G	93%	0%		3%	0%	F	0.133	F	0.532	180	G	2002
0.66	280	G	From: 93%	0%		3%	0%	F	0.104	F	0.525	280	G	2002
			To: From:											
0.50	330	G	93%	0%	3% 1%	3%	0%	С	0.094	F	0.697	330	G	2002
2.60	120	R			1/-/55				NA			NA		1998
			To: From:		17-755									
0.20	40	R							NA			NA		1998
4.90	50	R	From:		0.20 MN 17-75	55			NA			NA		11/13/2001
			To:											
1.56	60	R	From:		Grayson County l	Line			NA			NA		08/06/2001
			To:		BLUE RIDGE PK	CWY	1							
1.34	160	R							NA			NA		1998
			From:											
1.00	20	R			17 017				NA			NA		11/05/2001
4.00	40		From:		1.00 MN 17-61	19			NIA.					44/05/0004
1.00	10	К	To:		Floyd County L	ine			NA			NA		11/05/2001
			From:		Dead End									
0.89	48	R							NA			NA		09/19/2001
1.81	190	R	From:		0.89 MW Dead I	End			NA			NA		1998
			То:		17-608		1							
1 30	20	R	From:		17-610; 17-64	5			NΔ		•	NΔ		10/01/2001
1.50			To:		17-616				11/7			11/7		10/01/2001
	1.20 2.06 1.00 0.41 0.85 0.08 0.11 1.00 0.60 2.36 0.66 0.50 2.60 0.20 4.90 1.56 1.34 1.00 1.00	2.06 60 1.00 50 0.41 80 0.85 60 0.08 60 0.11 60 1.00 150 0.60 240 2.36 170 0.66 280 0.50 330 2.60 120 0.20 40 4.90 50 1.56 60 1.34 160 1.00 20 1.00 10 0.89 48 1.81 190	1.20 40 R 2.06 60 R 1.00 50 R 0.41 80 R 0.85 60 R 0.08 60 R 0.01 60 R 1.00 150 R 1.00 150 R 2.36 170 G 0.66 280 G 0.50 330 G 2.60 120 R 0.20 40 R 4.90 50 R 1.34 160 R 1.00 20 R 1.00 10 R	1.20 40 R 2.06 60 R 1.00 50 R 1.00 50 R 0.41 80 R 0.85 60 R 0.08 60 R 0.11 60 R 1.00 150 R 1.00 150 R 1.00 60 240 R 1.00 60 240 R 1.00 60 280 G 0.50 330 G 0.50 330 G 0.50 330 G 1.50 From 1.56 60 R 1.34 160 R 1.00 10 R	1.20 40 R 2.06 60 R 1.00 50 R 1.00 50 R 1.00 50 R 0.41 80 R 0.85 60 R 0.08 60 R 0.11 60 R 1.00 150 R 1.00 150 R 1.00 60 240 R 1.00 93% 0% 1.00 70 G 2.36 170 G 2.36 93% 0% 1.00 150 R 2.36 170 G 2.36 93% 0% 1.00 150 R 1.00 T 1.00 T	Length AADT QA 4Tire Bus 2Axle 3+Axle 1.20	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail 2Trail 17-670 Gap Terminus 17-648 17-648 17-648 17-648 17-641 17-641 17-641 17-641 17-641 17-641 17-641 17-641 17-641 17-641 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-633 17-639 17-638 17-755 17-638 17-755 17-638 17-755 17-638 17-639 17-63	1.20	Length AADT QA 41 Fe Bus 2Axie 3+Axie 1Trail 2Trail QC Hour	Length AADT QA 4	Length AADI QA 4 Ire Bus 2 2Axle 3+Axle 1Trail 2Trail QC Hour QK Factor	Length AADT QA 41 re Bus 2Axle 3+Axle 1Trail 2Trail QC Hour QR Factor AAWDT	Length AADT GA 41 re Bus 2Axie 3+Axie 1Trail 2Trail CC Hour GK Factor AAVID GW

					Ca	arroll Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				-											
616)	1.40	50	R	From:		17-645				NA			NA		10/01/200
_				To: From:		17-615		-							
616	1.38	30	R	To:		17-610		1		NA			NA		1998
				From:		17-814									
617)	1.10	70	R			1/-014				NA			NA		10/03/2001
				To		17-632									
\bigcirc				From:		17-643									
618)	0.60	100	R	To:		17-645 SOUTH	r			NA			NA		10/01/2001
				From:		17-645 NORTH									
618)	1.34	50	R	<u>.</u>						NA			NA		1998
				To: From:		1.34 ME 17-64	5	-							
618)	0.30	50	R			15 (20 00)				NA			NA		10/01/2001
				From:		17-638 SOUTE 17-638									
618)	1.30	50	R							NA			NA		10/01/2001
				To:		17-634									
618)	0.30	60	R	-10111						NA			NA		1998
				To:		US 58									
\bigcirc			_	From:		Floyd County Li	ne								4.440=4000.4
619	1.70	40	R	To:		Floyd County Li	10			NA			NA		11/05/2001
				From:		North Carolina State									
620	0.33	1100	G	94%	0%	4% 1%	1%	0%	F	0.098	F	0.519	1200	G	2002
020				To:		17-690		1.							
620	2.55	1400	G	94%	0%	4% 1%	1%	0%	С	0.089	F	0.568	1400	G	2002
				To: From:		I-77 N RAMP									
620	1.67	1200	G	94%	0%	4% 1%	1%	0%	F	0.089	F	0.649	1200	G	2002
				To: From:		17-944									
620	2.93	430	G	94%	0%	4% 1%	1%	0%	F	0.103	F	0.544	440	G	2002
				To: From:		BLUE RIDGE PK SR 97 Gap Termi									
(620)	2.75	150	R			Sic 97 Gap Tellill	ius			NA			NA		1998
<u></u>				To		17-683									
(620)	1.89	20	R	From:		1, 003				NA			NA		08/08/2001
				To: From:		17-712									
620	1.15	100	R	rioin.						NA			NA		08/08/2001
				To: From:		17-711									
620	0.20	50	R							NA			NA		08/08/2001
				To: From:		0.20 MN 17-71	1	-							
620	0.79	80	R							NA			NA		1994
				To: From:		17-710		-							
620	1.08	230	R							NA			NA		08/08/2001
				To: From:		17-802 NORTH	I								1000
620	0.65	540	R							NA			NA		1998
	0.47	4200		From:	00/	US 58	20/	00/		0.004		0.500	1200		2002
620	0.47	1300	G	95%	0%	3% 1%	2%	0%	F	0.081	F	0.536	1300	G	2002
	4.40	1800	G	From: 95%	0%	17-948 3% 1%	2%	0%	С	0.096	F	0.539	1900	G	2002
620	4.40	1000	G	90%	U%	3% 1%	2 70	U%	C	0.090	Г	U.339	1900	G	2002
620	0.75	2300	G	From: 95%	0%	17-743 WEST 3% 1%	2%	0%	F	0.083	F	0.616	2300	G	2002
(UZU)	0.73	2000	9	93 70 To:	U /0	J/U 1/0	∠ /0	J /0		0.000		0.010	2000	G	2002

					C	arroll Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			ιν.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		1.77 D A M D									
620	0.76	1000	G	93%	0%	I-77 RAMP 2% 2%	3%	1%	F	0.117	F	0.786	1000	G	2002
620	0.46	990	G	93%	0%	17-932 2% 2%	3%	1%	F	0.124	F	0.756	1000	G	2002
620	1.50	990	G	93% To:	0%	17-740 2% 2% US 52	3%	1%	С	0.109	F	0.69	1000	G	2002
				From:		17-714		1							
621)	0.25	5	R	To:		17-714				NA			NA		10/24/200
622)	2.10	500	G	From: 92% To:	0%	US 221 4% 2% Floyd County Lin	2% ne	0%	С	0.08	F	0.628	500	G	2002
623	0.30	20	R	From:		US 221				NA			NA		11/05/200
623	0.10	30	R	From:		Floyd County Lin	ne			NA			NA		11/05/200
624)	0.90	60	R	From:		Dead End				NA			NA		11/05/2001
624	2.60	30	R	From:		17-662		-		NA			NA		11/05/2001
				To:		17-638									
625)	0.80	40	R	From:		17-638				NA			NA		11/05/200
	1.60	30	R	From:		17-754				NA			NA		11/05/200
625	1.60	30	K	To:		Floyd County Lin	ne			INA			INA		11/03/200
(626)	2.20	20	R	From:		Floyd County Lin				NA			NA		10/03/200
<u>(626)</u>	0.70	20	R	From:		17-627 NORTH		}		NA			NA		10/11/200
				To: From:		Floyd County Lin	ne								
627)	1.40	30	R	riom.		17-638				NA			NA		10/11/200
(627)	0.50	20	R	From:		17-626				NA			NA		10/11/200
021)				To:		Floyd County Lin	ne								
(628)	3.50	50	R	From:		17-662				NA			NA		10/11/200
(628)	1.50	20	R	From:		17-638 NORTH 17-638 SOUTH				NA			NA		10/03/2001
(628)	0.90	60	R	To: From:		17-656		}		NA			NA		10/03/200
				To:		17-626; 31-628	}								
629	0.40	30	R	From:		17-628 Floyd County Lin	ne			NA			NA		10/03/2001
				From:		17-654		1							
630	0.28	6	R	To:		Dead End				NA			NA		10/03/2001
630	0.55	20	R	From: To:]		NA			NA		10/03/2001
				10.		17-638 WEST									

					C	arroll Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				E											
(620)	2.00	20	R	From:		17-638 EAST				NA			NA		10/03/2001
(630)				To:		17-781									
				From:		17-608									
631)	1.50	180	R	. —						NA			NA		1998
				From:		17-638									
632)	1.28	310	R	r toin.		US 58				NA			NA		10/03/2001
632				To:		Floyd County Li	ne								
				From:		17-608									
633	0.80	50	R							NA			NA		09/26/2001
				From:		17-639 WEST									
633)	1.60	50	R	To:		17.640				NA			NA		09/26/2001
				From:		17-640									
634)	1.10	20	R	r toin.		17-618				NA			NA		10/01/2001
				To:		17-610 EAST		L							
634)	0.59	310	G	93%	0%	3% 1%	3%	0%	С	0.096	F	0.719	320	G	2002
004)				To:		17-610 WEST									
634) 634)	0.10	80	R	From:		17-010 WES1				NA			NA		1998
				To:		Floyd County Li	ne								
				From:		17-887									
635)	0.40	2200	G	97%	0%	1% 2%	0%	0%	F	0.099	F	0.57	2300	G	2002
				To: From:		17-849									
635	3.40	1800	G	97%	0%	1% 2%	0%	0%	С	0.089	F	0.671	1800	G	2002
	4.00	1000		From:	00/	17-735	00/	20/		0.005		0.050	1100		2000
635	1.00	1000	G	97%	0%	1% 2%	0%	0%	F	0.085	F	0.653	1100	G	2002
	2.09	290	G	From: 97%	0%	17-736 1% 2%	0%	0%	F	0.132	F	0.512	300	G	2002
635	2.09	290	G	9176	0%		U70	070	Г	0.132	г	0.512	300	G	2002
605	1.25	240	G	From: 97%	0%	17-733 1% 2%	0%	0%	F	0.136	F	0.514	240	G	2002
635)	1.20	2-10	Ū	77 70	070		0 70	<u> </u>	•	0.100	•	0.514	240	J	2002
(635)	2.90	50	R	From:		17-740				NA			NA		10/17/2001
033				To:		17-742									
(635)	2.50	10	R	From:		17-7-42				NA			NA		10/17/2001
				To:		17-925									
(635)	1.45	190	R	From:		-,,,				NA			NA		10/17/2001
				To:		Wythe County Li	ine								
				From:	W	ythe County Line; D	ead End								
(636)	0.69	20	R							NA			NA		10/17/2001
	0.54			From:		0.69 MN Dead E	nd			NIA.			NIA		40/47/0004
(636)	0.51	20	R							NA			NA		10/17/2001
	0.90	180	R	From:		1.20 MN Dead E	nd			NA			NA		10/17/2001
636	0.90	100	ĸ	_						NA			NA		10/17/2001
600	0.40	470	R	From:		17-635				NA			NA		10/17/2001
636	0.40	470	1	To:		Wythe County Li	ine	1		14/4			INA		10/11/2001
				From:		SR 100									
(637)	0.33	10	R	-						NA			NA		09/06/2001
				To: From:		17-750									
637)	0.30	140	R							NA			NA		09/06/2001
				To: From:		0.30 MN 17-75	0	-							
637)	0.45	40	R	To:		W-41 C				NA			NA		09/06/2001
				To:		Wythe County Li	ne								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		17-672									
638)	1.40	40	R						Ī	NA			NA		11/05/2001
638	2.32	160	R	From:		17-763		<u> </u>		NA			NA		1998
638)	2.40	310	G	From: 95%	1%	US 221 1% 1%	1%	0%	F	0.127	F	0.590	320	G	2002
638)	3.30	230	G	95%	1%	17-625 1% 1%	1%	0%	F	0.122	F	0.79	230	G	2002
638)	3.92	200	G	From: 95%	1%	17-628 1% 1%	1%	0%	F	0.078	F	0.613	200	G	2002
638)	1.70	280	G	From: 95%	1%	17-652 1% 1%	1%	0%	F	0.091	F	0.72	280	G	2002
638	3.90	240	G	From: 95%	1%	US 58	1%	0%	С	0.1	F	0.539	250	G	2002
638)	0.80	190	G	From: 95%	1%	17-631 1% 1%	1%	0%	F	0.110	F	0.512	200	G	2002
				To:		17-600; 70-6	538								
639	1.30	20	R	From:		17-647				NA			NA		10/01/2001
	1.60	50	R	From:		17-640; 17-0	543			NA			NA		09/26/2001
(639) (639)	0.45	70	R	From:		17-633				NA			NA		1998
639	0.25	140	R	To: From:		BLUE RIDGE	PKWY			NA			NA		1998
				To:		17-608	(77								
640	0.80	140	R			17-608; 17-6	0//			NA			NA		1998
640	0.28	300	G	95%	0%	3% 0%		0%	С	0.104	F	0.688	300	G	2002
640	1.92	240	G	From: 95% To:	0%	17-670 WE 3% 0% 17-648		0%	F	0.096	F	0.556	250	G	2002
				From:		17-691									
(640)	0.80	300	G	95%	0%	3% 0% 17-647 EAS		0%	F	0.099	F	0.515	300	G	2002
640	1.10	200	R	From:					1	NA			NA		1998
640	0.40	120	R	From		17-639; 17-64				NA			NA		09/26/2001
640	1.80	50	R	From:		17-643 EA	ST			NA			NA		09/26/2001
640	0.70	50	R	From:		17-633			1	NA			NA		09/26/2001
\bigcirc			_	From:		17-608									00/00/005
641)	0.70	60	R	To: From:		17-643				NA			NA		09/26/2001
641)	1.44	80	R	To:		17-648			Ī	NA			NA		1998
(642)	1.10	50	R	From:		17-648				NA			NA		10/01/2001
642	1.10			To		17-641				11/7					10/01/2001

					Ca	inon Mantenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		17-641	1							
643)	1.05	120	R			17-041			NA			NA		1998
				To:		17-639; 17-640								
643	2.90	110	R	110111.					NA			NA		09/26/2001
				From:		17-647	-							
643	0.40	80	R	To:		17 (40			NA			NA		1998
				From:		17-648								
644)	0.70	60	R			17-640			NA			NA		09/26/2001
				To:		17-645								
				From:		US 58								
645)	3.88	430	R						NA			NA		1998
				To: From:		17-638								
645)	0.20	120	R						NA			NA		1998
	0.20	110	_	From:		17-616	-		NA			NIA		44/05/0004
645)	0.20	110	R	. —					INA			NA		11/05/2001
645	1.40	110	R	From:		0.20 MS 17-616			NA			NA		11/05/2001
645	1.40	110	• • • • • • • • • • • • • • • • • • • •	To:		17-610; 17-615			147 (14/1		11/00/2001
				From:		US 58 WEST								
646	0.60	20	R						NA			NA		10/01/2001
				To-		US 58 EAST								
	0.60	10	R	From:		17-641			NΙΛ			NA		10/01/2001
647)	0.60	10	K	To:		17-640 WEST			NA			INA		10/01/2001
				From:		17-640 EAST								
647	0.60	220	R	To:		17 (42 WEST			NA			NA		1998
				From:		17-643 WEST 17-643 EAST								
647)	0.80	20	R						NA			NA		10/01/2001
				To:		Dead End								
	1 20	400	В	From:		17-608			NIA			NIA		10/01/2001
648)	1.30	180	R	_					NA			NA		10/01/2001
(648)	0.50	80	R	From:		17-640			NA			NA		10/01/2001
(648)	0.50	00		To:		17.010			IVA			14/3		10/01/2001
(648)	0.80	20	R	From:		17-818			NA			NA		10/01/2001
040				To:		17-643								
(648)	2.33	150	R	From:		17 013			NA			NA		1998
				To:		US 58								
\bigcirc				From:		17-654								
649	0.40	6	R						NA			NA		10/01/2001
	4.00		_	From:		0.40 ME 17-654			N10			NIA.		40/04/0004
649	1.00	30	R	To:		17-648			NA			NA		10/01/2001
				From:		17-648								
(650)	1.80	50	R			7 2 2			NA			NA		09/26/2001
				To:		17-654								
\bigcirc			_	From:		US 58								10/00/2005
651)	1.20	60	R						NA			NA		10/03/2001
	0.20	AF		From:		1.20 MN US 58	}		NIA			NIA		10/02/2004
651	0.30	45	R	To:		17-652			NA			NA		10/03/2001
						-,								

					Ca	rroll Maintenand								
Route	Length	AADT	QA	4Tire	Bus		uck e 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:			1				- 40101			
652	0.50	40	R			17-654			NA			NA		10/03/2001
_				To: From:		17-651								
652	0.80	20	R	To		17-638			NA			NA		10/03/2001
				From:		US 58								
653)	1.51	49	R						NA			NA		10/03/2001
				To:		17-654								
(654)	4.41	340	R	From:		17-677			NA			NA		1998
654)				To:		17-813								
654)	0.56	100	R	From:		17 013			NA			NA		10/03/2001
				To: From:		17-659								
654	0.10	60	R						NA			NA		10/03/2001
				From:		0.10 MN 17-65	59							10/00/000
654	1.10	50	R						NA			NA		10/03/2001
(GEA)	0.10	50	R	From:		17-653			NA			NA		10/03/2001
654)	0.10			To:		17-652			.,,,					10/00/2001
654)	2.50	40	R	From:		17-032			NA			NA		10/03/2001
				To:		17-664								
\bigcirc	0.75		_	From:		Dead End								10/00/0001
655	0.75	20	R	To:		17-656			NA			NA		10/03/2001
				From:		17-638								
656)	1.00	60	R			17 030			NA			NA		10/03/2001
				To: From:		1.00 MS 17-63	88							
656	0.90	60	R						NA			NA		10/03/2001
				To:		17-628								
(657)	0.03	30	R	From:		US 58			NA			NA		10/09/2001
(657)	0.00			To:		0.04 MS US 5	8							
(657)	0.40	30	R	From:		0.04 IVID 0.05	0		NA			NA		10/09/2001
				To: From:		17-779								
(657)	0.30	20	R						NA			NA		10/09/2001
				To:		Dead End								
(659)	0.27	40	R	From:		Dead End			NA			NA		10/15/2001
658	V.=.			To:		0.27 MN Dead I	End							
658	0.48	80	R	From:		0.27 WIN Dead I	Ziid		NA			NA		1998
				To:		SR 94								
\bigcirc	4.00		_	From:		17-654								10/10/0001
659	1.20	50	R	To:		Dead End			NA			NA		10/13/2001
				From:		Dead End								
660	0.50	10	R	<u></u>					NA			NA		10/11/2001
				From:		17-664								
660	1.20	30	R	To:		17 (20			NA			NA		10/11/2001
				From:		17-628								
(661)	2.90	10	R			17-664 WEST	ı		NA			NA		10/11/2001
	·			To:		17-664 EAST	,							_

					C	arroll Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		17-664		1							
662	1.99	160	R	<u> </u>						NA			NA		11/05/2001
	2.63	60	R	From:		17-624				NA			NA		11/05/2001
662	2.03	60	ĸ	To:		US 221				NA			INA		11/05/2001
				From:		US 58		1							
663	4.00	30	R							NA			NA		10/11/2001
				To:		17-664									
\bigcirc	4.00	200	•	From:	00/	US 58	00/	0%	0	0.440	_	0.500	200	•	2002
664)	1.80	200	G	96%	0%	3% 1% 17-663	0%	0%	С	0.112	F	0.522	200	G	2002
664)	3.78	160	R	From:						NA			NA		1998
	4.00	45	_	From:		17-660		•		NΙΛ			NIA		40/44/0004
664)	1.00	45	R	To:		17-654				NA			NA		10/11/2001
				From:		54-654									
664)	0.60	50	R	To:		17 (20				NA			NA		10/03/2001
				From:		17-638									
665)	0.40	48	R			Dead End				NA			NA		08/08/2001
				To:		0.40 MN Dead E	ind								
665	1.00	80	R	т		15.500				NA			NA		08/08/2001
				To:		17-722									
(000)	0.80	70	R	From:		Dead End				NA			NA		09/19/2001
666	0.00	,,		To:		17 (75				1473			147 (00/10/2001
(666)	1.40	60	R	From:		17-675				NA			NA		09/19/2001
666				То:		US 58 EAST									
	1.54	30	R	From:		US 58 WEST				NA			NA		10/11/2001
666	1.54	30	K	т		1=1011				INA			INA		10/11/2001
666	0.96	70	R	From:		17-1044				NA			NA		10/11/2001
(000)	0.00			To		US 221							10.		10/11/2001
				From:		Dead End									
(667)	0.17	6	R	_						NA			NA		09/19/2001
				To:		17-679									
Town of Hillsville				From:		US 52									
(668)	0.83	960	R							NA			NA		10/09/2001
				To: From:		US 58									
(668)	0.35	450	R	110						NA			NA		10/09/2001
				To: From:		17-972									
(668)	0.06	450	R							NA			NA		10/09/2001
				To:		NCL Hillsville	;								
Carroll County				From:		NCL Hillsville	;	1							
668	3.09	60	R							NA			NA		10/11/2001
(668)	0.49	220	R	From:		US 221				NA			NA		11/15/2001
				To		17-812									
(668)	0.07	50	R	From:		-,				NA			NA		11/05/2001
				To: From:		0.07 MN 17-81	2								
(668)	0.73	50	R							NA			NA		11/05/2001
				To:		17-886	·								

					C	arroll Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		D1E-1									
669	0.25	20	R			Dead End				NA			NA		1994
669	1.20	250	R	From:		US 58				NA			NA		1998
(669)	0.60	500	R	From:		17-668		•		NA			NA		1998
(009)				To:		US 221; SR 10	0								
				From:		70-677									
670	0.73	60	R	To:		17-734				NA			NA		1998
670	0.10	9	R	From:						NA			NA		09/17/2001
				To: From:		Patrick County Line Patrick County L									
670	0.65	110	R							NA			NA		09/26/2001
	4 ==			From:	00/	17-640	00/	-00/		0.440		0.500	000		0000
670	4.57	620	G	91%	2%	4% 0%	3%	0%	С	0.112	F	0.592	620	G	2002
670)	4.68	880	G	94% _{To}	1%	3% 0%	1%	0%	С	0.100	F	0.670	880	G	2002
				""		ECL Hillsville	2								
Town of Hillsville				From:		ECL Hillsville	<u>,</u>	1							
(670)	0.11	880	N	94%	1%	3% 0%	1%	0%	Ν	0.100	Ν	0.670	880	Ν	2002
				To:		US 58									
Carroll County															
	0.40		_	From:		17-638							NIA		44/05/0004
(671)	3.10	50	R	To:		17 624				NA			NA		11/05/2001
						17-624									
(270)	0.30	10	R	From:		Dead End				NA			NA		11/05/2001
672	0.30	10	1	. —						INA			INA		11/03/2001
	0.20	20	R	From:		0.30 MN Dead E	end			NA			NA		11/05/2001
672	0.20	20	K	_						INA			INA		11/03/2001
(T)	1.60	60	R	From:		US 221				NA			NA		11/05/2001
672	1.00	00	K	To:		17-638				INA			INA		11/03/2001
				From:		US 58		1							
673)	1.40	130	R			05.50				NA			NA		1998
				From:		17-899									
673	0.10	30	R							NA			NA		10/11/2001
				From:		0.10 MN 17-89	19								
673	1.80	20	R	To:		110 221				NA			NA		10/11/2001
				From:		US 221		1							
674)	2.80	180	R	From:		17-685				NA			NA		09/19/2001
674)	2.00	100		т		17.670				147 (147.		00/10/2001
(074)	2.70	160	R	From:		17-670				NA			NA		09/24/2001
(674)	2.70	100		To:		US 58				147 (147.		00/2-1/2001
				From:		17-702		Ī							
675)	1.60	60	R	<u></u>		1,,02				NA			NA		1998
				To:		US 52 NORTI									
\bigcirc		<u></u>	_	From:		US 52 SOUTH				A					1000
675	1.10	270	R							NA			NA		1998
				To: From:		17-670									
675	1.20	50	R							NA			NA		09/19/2001
				To:		17-666									

					O	arroli iviai	riteriarie	CAICA								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		1	7-926		1							
(676)	0.73	30	R	<u> </u>			7 720				NA			NA		09/19/2001
				To-		1	7-675									
				From:		17-60	8; 17-640									
677)	1.00	280	R								NA			NA		1998
				From:			0 SOUTH 0 NORTH									
677	1.65	210	G	96%	0%	2%	0%	2%	0%	С	0.110	F	0.769	220	G	2002
				To:			0 SOUTH									
	0.80	20	R	From:		17-68	0 NORTH				NA			NA		09/24/200
677)	0.80	20	K	To:		De	ad End				INA			INA		09/24/200
				From:			79; 17-691									
678	0.60	140	R			17-07	7, 17-071				NA			NA		1998
070				To:	7	70-677; Patr	rick Count	y Line								
				From:		North Card	olina State	Line	Ī							
679	2.86	900	G	96%	0%	2%	0%	1%	0%	F	0.083	F	0.618	910	G	2002
				To:		1	7-686		1							
679	0.68	1500	G	96%	0%	2%	0%	1%	0%	С	0.088	F	0.634	1500	G	2002
				To:			7-807									
679	1.29	1200	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.68	1200	G	2002
019				To:												
(670)	1.55	700	G	From: 96%	0%	Patrick Cour 2%	0%	1%	0%	F	0.103	F	0.708	710	G	2002
(679) (679)	1.00		•	To:	070		91 EAST	170	0,0		0.100	•	0.700	7.10	Ū	2002
				From:			91 WEST									
679	0.70	230	R								NA			NA		1998
				From:		1	7-823									
679	0.69	150	R								NA			NA		09/19/2001
<u> </u>				To: From:		0.69 N	AS 17-823									
679	1.65	40	R	Trom:					•		NA			NA		09/19/200
				To-			8 SOUTH									
	0.39	240	ь	From:		17-60	8 NORTH				NIA			NΙΔ		1000
679	0.38	210	R								NA			NA		1998
				To: From:		1	7-681		-							4000
679	0.02	50	R								NA			NA		1998
				From:		0.02 N	/IN 17-681									
(679)	0.22	50	R								NA			NA		1998
<u> </u>				From:		1	7-681		-							
679	1.32	60	R	_							NA			NA		1998
				To:			7-670									
	4.00		_	From:	10/		7-670	407	20/	_		_		400		
680	1.38	180	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.756	180	G	2002
				To: From:			7 SOUTH		-							
680	0.96	460	G	96%	1%	2%	1%	1%	0%	С	0.094	F	0.667	460	G	2002
				To:			JS 58									
	0.70	400	_	From:		1	7-682				NI A			B 1 A		00/40/000
681)	0.70	160	R	_							NA			NA		09/19/2001
				From:		1	7-679									00/0:/:
(681)	1.10	50	R	To-			7.675				NA			NA		09/24/2001
							7-677									
	0.40	E00	-	From:		J	JS 52				N I A			N I A		4000
682	3.46	500	R	_							NA			NA		1998
				To: From:		1	7-681									
682	1.11	20	R				=				NA			NA		09/19/2001
				To-		1	7-608									

Davits	10	AADT		4T:			aintenand Tr			- 00	Peak	014	Dir	A A)A/DT	0\41	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Carroll County				From:			L GALAX									
(683)	0.93	1200	G	97%	0%	2%	0%	1%	0%	С	0.101	F	0.602	1300	G	2002
683	2.10	400	G	97%	0%	2%	17-904 0%	1%	0%	F	0.103	F	0.539	410	G	2002
	0.50	440		To: From:			17-724		-		NIA			NIA		00/00/2004
683	0.50	110	R	To:		0.50	ME 17 70	4			NA			NA		08/06/2001
683	1.11	110	R	From:		0.50	ME 17-72	4			NA			NA		08/06/2001
	0.00	440	_	To: From:		1.61	ME 17-72	4								00/00/000
683	0.80	110	R	To			17-713				NA			NA		08/06/2001
683	1.60	390	R	From:			1/-/13				NA			NA		08/08/2001
				From:			17-939									
683	1.00	40	R	To			17 700				NA			NA		08/20/2001
683	1.90	30	R	From:			17-700				NA			NA		08/20/2001
				To: From:			701 SOUTI 701 NORTI									
683	0.69	50	R			1/-/	UINOKII	1			NA			NA		11/07/2001
				From:		0.69	ME 17-70	1								
683	2.33	30	R	To:		17.60	98; 17-775	W			NA			NA		11/07/2001
				From:			775 EAST									
683	0.15	40	R	To:		0.4.53.00		. am			NA			NA		11/07/2001
				From:			E 17-775 E S 17-775 E									
683	1.20	40	R								NA			NA		11/07/2001
	0.00	440		From:		17-	778 WEST				NIA			NIA		4000
683	0.28	140	R	. —							NA			NA		1998
683	0.11	80	R	From:		17-	778 EAST				NA			NA		1998
				To		0.11	ME 17-77	8								
683	0.84	80	R	From:							NA			NA		1998
				To: From:			52 SOUTE 52 NORTE									
(683)	1.27	210	R	<u> </u>		0.5	32 NORTI				NA			NA		1998
				To: From:		17-6	85 SOUTI	I	-							
(683)	2.82	60	R	To:		17	682 WEST	,			NA			NA		09/19/2001
				From:			682 WEST 682 EAST									
683	1.35	220	R								NA			NA		09/24/2001
				To: From:			17-670									
684)	0.40	30	R	From.			17-683				NA			NA		09/19/2001
00-7				To			17-879		1							
684)	1.10	20	R	From:							NA			NA		09/19/2001
				To:			17-674									
	0.15	120	В	From:			17-608				NA			NΙΔ		1000
685)	0.15	130	R	_							NA			NA		1998
605	0.15	110	R	From:		BLUE	RIDGE PK	WY			NA			NA		1998
685	0.10			To			17 692				11/7					1000
(685)	1.10	170	R	From:			17-683				NA			NA		1998
				To			17-674									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:			17-674									
685)	0.80	300	R	To		HC	52 NORTH	r			NA			NA		1998
				From:		US	52 NORTH	[
(685)	0.40	500	R	. —							NA			NA		1998
685)	1.09	20	R	From:			17-697				NA			NA		11/07/200
				From:		1.09	MN 17-69	7	ļ							
685)	0.29	20	R	. —					1		NA			NA		11/07/200
685	0.61	30	R	From:		1.39	MN 17-69	/			NA			NA		11/07/200
				To: From:			17-704									
685)	1.70	50	R								NA			NA		11/07/200
685)	1.03	70	R	From:		1.70	MW 17-70	4			NA			NA		1998
				To:			17-702									
(00)	0.60	2400	G	From: 96%	0%	3%	US 52 0%	1%	0%	С	0.093	F	0.575	2400	G	2002
(686)	0.00	2400		30 /0	0 70		17-687	1 70			0.093	'	0.575	2400	0	2002
686	1.52	1700	G	96%	0%	3%	0%	1%	0%	F	0.089	F	0.628	1700	G	2002
	0.71	4500		From:	00/		17-883	40/	201		0.000		0.045	1500		
686	0.71	1500	G	96% To:	0%	3%	0% 17-679	1%	0%	F	0.089	F	0.615	1500	G	2002
				From:			17-686									
(687)	2.06	520	R	To:			17-679				NA			NA		1998
				From:			US 52		<u>.</u>							
688	0.64	230	R								NA			NA		1998
	0.05	230	R	From:		0.64	MS US 52	2			NA			NA		1998
688	0.03	230	N.	To:		0.69	MS US 52	,	1		INA			INA		1990
688	0.06	230	R	From:		0.07	1115 05 52				NA			NA		1998
				To: From:			17-965									
688	0.05	110	R	To:		0.05	MC 17.00	•	1		NA			NA		1998
(688)	1.05	110	R	From:		0.05	MS 17-96)			NA			NA		1998
0				To: From:		1.10	MS 17-96	5								
(688)	1.31	110	R								NA			NA		1998
688	0.30	160	R	From:			17-913				NA			NA		1998
000)				To: From:			17-912		ŀ							
688	0.98	250	R	110111.							NA			NA		1998
	1.30	80	R	To: From:	·		17-691				NA			NA		1998
688	1.30	00	IX.	To:			US 52		1		INA			INA		1990
(688)	1.13	30	R	From:			JJ J2				NA			NA		09/10/2001
				From:			17-691									
688	0.85	300	R	To:			17-800				NA			NA		1998
				From:			Dead End									
689	0.38	230	R	Ta-			17.70/				NA			NA		11/07/2001
				To-			17-706									

					C	arroll Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:			17-620		i							
690	3.20	830	G	92% To:	0%	4%	1% US 52	2%	0%	С	0.101	F	0.667	840	G	2002
				From:			17-620									
691)	2.24	540	G	97%	0%	2%	0% 692 WEST	1%	0%	F	0.114	F	0.525	550	G	2002
691)	0.60	380	G	97%	0%	2%	0%	1%	0%	F	0.096	F	0.524	380	G	2002
691)	0.43	880	G	From: 97%	0%	2%	-816 EAST 0%	1%	0%	F	0.087	F	0.55	890	G	2002
(691)	0.81	1400	G	From: 97%	0%	2%	-692 EAST 0%	1%	0%	С	0.097	F	0.689	1400	G	2002
				To: From:		US	52 SOUTH 52 NORTH	[[
691)	6.26	500	R	<u> </u>							NA			NA		1998
691)	0.55	430	R	From:		17-	679 WEST				NA			NA		1998
	2.00	400		From:	00/		; 17-679 EA		20/		0.005		0.574	100		2222
691)	3.00	400	G	95%	0%	2%	0% 508 SOUTH	3%	0%	С	0.095	F	0.571	400	G	2002
				From:		17-6	08 NORTH	I								
691)	0.40	250	G	95% To:	0%	2%	0%	3%	0%	F	0.111	F	0.567	250	G	2002
				From:			17-640									
692	4.81	500	R	rioni.			-691 EAST				NA			NA		1998
692	1.10	170	R	From:		17-	691 WEST		ŀ		NA			NA		1998
692)	0.44	50	R	From:			17-800				NA			NA		08/22/2001
	1.06	45	R	From:		0.44	MS 17-800)	}		NA			NA		08/22/2001
692)	1.00	40	K	To:			17-690				INA			INA		00/22/2001
				From:			SR 100									
693	3.20	330	R	To:		Dulack	xi County Li	ine			NA			NA		11/13/2001
				From:		1 uiask	17-753	iiic								
(694)	0.70	6	R				17-733				NA			NA		11/13/2001
				To:		Ι	Dead End									
	0.60	270	R	From:		North Ca	rolina State	Line			NA			NA		1998
695)	0.60	210	K	т			15.042				INA			INA		1990
605	0.40	270	R	From:			17-843				NA			NA		1998
695)				To:			17-696									
				From:		North Ca	ırolina State	Line								
696	1.30	60	R								NA			NA		08/01/2001
				To: From:			17-695									
696	1.65	600	R	To:			17-620		1		NA			NA		1998
				From:			SR 148									
697)	0.60	100	R	<u></u>							NA			NA		1998
	1.00	40	R	From:		0.60	MN SR 14	8			NA			NA		11/07/2001
697)	1.00	40	ĸ	т			17.70				INA			INA		1 1/0//200 I
	0.75	140	R	From:			17-704				NA			NA		1998
697)	0.73	1-10	• • •	To:			17-685				11/1			IVA		1000
							_					_		_		

					Ca	arroli Maii					Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			$^{\circ}$	Hour	QK	Factor	AAWDT	QW	Year
Carroll County				From:		17-68	3; 17-775		Ī							
698)	0.20	20	R			17 00	3, 17 770				NA			NA		08/20/2001
_				To: From:		1′	7-701									
698)	0.55	10	R								NA			NA		08/20/2001
(698)	1.70	150	R	From:		1'	7-699				NA			NA		1998
090)				To:		1′	7-775									
\bigcirc	0.00			From:		1′	7-775				NI A			NIA		00/00/0004
699	0.80	60	R	To:		1/	7 002		1	Ī	NA			NA		08/20/2001
699	1.00	70	R	From:		1	7-893				NA			NA		11/27/2001
				To:		1.00 N	1N 17-893									
699	0.21	70	R								NA			NA		11/27/2001
				To: From:			7-698 7-620									
700	0.70	30	R			1	7-020				NA			NA		08/01/2001
				To: From:		1′	7-860									
700	0.69	60	R								NA			NA		08/01/2001
	0.01	90	R	From:		BLUE RI	DGE PKV	VY			NΙΛ			NA		1000
700	0.01	80	K	To:		1/	7. (00				NA			NA		1998
(700)	0.60	240	R	From:		1	7-608				NA			NA		1998
				To: From:		1′	7-775		-							
(700)	1.90	50	R								NA			NA		08/20/2001
				From:			83 EAST 83 WEST									
(700)	0.90	30	R								NA			NA		08/20/2001
				From:			7-711 7-698									
(701)	0.40	20	R	<u> </u>		1	/-098				NA			NA		08/20/2001
				To: From:			5 SOUTH									
(701)	3.60	240	G	97%	0%	2%	5 NORTH 0%	1%	0%	F	0.123	F	0.522	240	G	2002
				To: From:		1′	7-916									
701)	1.20	360	G	97%	0%	2%	0%	1%	0%	F	0.118	F	0.6	360	G	2002
	4.00	F00		From:	00/		9 WEST	40/	00/		0.000		0.554	520		2002
(701)	1.60	520	G	97%	0%	2%	0%	1%	0%	F	0.088	F	0.551	530	G	2002
(701)	1.29	510	G	From: 97%	0%	2%	0% WEST	1%	0%	С	0.084	F	0.521	520	G	2002
				To:		U	JS 58									
	4.23	370	G	97%	0%	2%	7-775 1%	1%	0%	F	0.104	F	0.506	380	G	2002
702	4.23	3/0	<u> </u>	91 /0	0 /0		7-960	1 /0	0 /6		0.104		0.500	300	G	2002
702	2.00	410	G	From: 97%	0%	2%	1%	1%	0%	С	0.097	F	0.674	420	G	2002
				To:		U	JS 52									
<u></u>	1.37	60	R	From:		1′	7-706				NA			NA		11/07/2001
703	1.57	00	IX.	To		1′	7-808				INA			INA		11/0//2001
703)	0.10	80	R	From:		1	1-000				NA			NA		11/07/2001
				To: From:		1′	7-960									
703	1.00	30	R				7.050				NA			NA		11/07/2001
				To:		1'	7-959									

						arron ivianiterian									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hillsville				From:		17-959									
703	1.00	70	R	Tai						NA			NA		1998
Carroll County						US 58									
	0.60	80	R	From:		17-697				NA			NA		1998
704)	0.00			To:		17-685				IVA			IVA		1550
	2.74	850	G	From: 96%	0%	17-743 2% 0%	1%	0%	С	0.091	F	0.542	860	G	2002
705)	2.14	030		70 70 Ta:	070	US 52	1 70	070	U	0.031	'	0.542			2002
	0.80	40	R	From:		17-708				NA			NA		11/07/2001
706	0.60	40	ĸ	To:		17-701 WES				INA			INA		11/07/2001
706)	2.00	100	R	From:		17-701 EAST				NA			NA		11/07/2001
				To: From:		17-976									
706	0.51	840	R	To:		US 58; 17-74	3		ĺ	NA			NA		11/07/2001
				From:		17-635	<u> </u>								
(707)	3.80	480	R	To:						NA			NA		10/17/2001
				From:		17-620 NORT 17-620 SOUT	H H								
707	2.19	180	R					1	1	NA			NA		10/22/2001
707	0.25	830	R	From:		17-958				NA			NA		10/22/2001
				To: From:		SR 392									
707	0.15	1000	R					1	ı	NA			NA		10/22/2001
707)	0.04	1200	R	From:		17-759				NA			NA		10/22/2001
				To: From:		US 58									
(707)	0.46	410	R	To:		Dead End				NA			NA		11/07/2001
				From:		Dead End									
708	0.15	280	R						i	NA			NA		10/22/2001
708)	2.70	450	R	From:		US 58				NA			NA		11/07/2001
				To:		17-701									
(709)	2.74	160	R	From:		17-620				NA			NA		1998
				To-		17-701									
709	2.70	60	R	To:		17-702				NA			NA		11/07/2001
				From:		17-702									
(710)	0.83	7	R	To:					, Î	NA			NA		08/08/2001
				From:		17-709 17-620									
711)	1.70	30	R	<u> </u>		1, 020			ļ	NA			NA		08/08/2001
	2.20	20		To: From:		17-916				NIA			NIA		00/00/0004
711)	3.20	30	R	To:		17-700		ı		NA			NA		08/20/2001
(711)	0.80	40	R	From:		1/-/00				NA			NA		08/20/2001
				To- From:		0.80 ME 17-70	00								
711)	1.00	100	R	To:		17-701				NA			NA		1998
						, , , ,									

					C		aintenance									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
(711)	2.25	210	R	From:			17-701				NA			NA		1998
				To-			17-702									
(712)	0.40	1100	G	99%	0%	1%	17-683 0%	1%	0%	С	0.097	F	0.584	1100	G	2002
(712)	2.04	110	R	From:			17-723				NA			NA		08/06/200
				From:			13 SOUTH 13 NORTH									
712	0.10	100	R	To:			MN 17-713				NA			NA		1998
712	1.10	80	R	From:		0.10	IVIIN 17-713				NA			NA		08/08/200
(112)				To:			17-620									
				From:			17-608									
713)	1.90	350	R	To:					<u>'</u>		NA			NA		1998
712	1.20	630	G	From: 95%	0%	3%	SR 97 0%	2%	0%	С	0.086	F	0.649	640	G	2002
713)	1.20	000	Ŭ	T	070			270	070	O	0.000	•	0.040	0-10	Ŭ	2002
713	2.31	550	G	95%	0%	3%	17-683 0%	2%	0%	F	0.09	F	0.741	560	G	2002
713)	2.64	560	G	From: 95%	0%	17-7 3 %	12 NORTH 0%	2%	0%	F	0.096	F	0.571	560	G	2002
\bigcirc				To:			17-722									
\sim				From:			US 58									
(714)	2.74	170	R	. —							NA			NA		10/24/200
				To-		WC.	L Hillsville									
Town of Hillsville				From:		WC	L Hillsville									
714)	0.06	550	R	To:			17-1020				NA			NA		10/24/200
Carroll County																
Carron County				From:			17-716									
715)	0.39	30	R								NA			NA		08/01/200
				To: From:			17-975									
(715)	0.35	60	R								NA			NA		08/01/200
<u> </u>				To: From:		BLUE F	RIDGE PKV	VY								
(715)	1.28	300	R								NA			NA		1998
<u> </u>				To:			17-939									
				From:		D	ead End									
716	1.82	30	R								NA			NA		08/01/200
				To: From:		BLUE F	RIDGE PKV	VY								
(716)	0.88	30	R	т			15 600				NA			NA		08/01/200
				To:			17-608									
(717)	0.20	40	В	From:			17-612				NIA			NΙΔ		08/06/200
(717)	0.30	10	R	To-		D	ead End				NA			NA		06/06/200
				From:					1							
718)	0.50	50	R			D	ead End				NA			NA		08/06/200
(110)	0.00			To:			17.700									00,00,200
719	0.80	80	R	From:			17-799				NA			NA		08/06/200
718	3.00		••	To:			17-815									55.00/200
				From:			17-713									
(719)	0.50	80	R	<u></u>							NA			NA		08/01/200
				To:			17-918							-		
(719) (719)	0.70	60	R	From:			. / /10				NA			NA		08/01/200
				To			17-939									

Route	Length	AADT	QA	4Tire			Tru	ıck		QC	Peak	QK	Dir	AAWDT	QW	Year
Carroll County				· 1			3+Axle		21raii		Hour		Factor			
720	1.60	60	R	From:		Graysor	n County L	ine			NA			NA		08/06/200
(120)				To			17-815									
				From:			17-606									
(721)	2.25	3200	G	97%	0%	2%	0%	1%	0%	F	0.098	F	0.713	3300	G	2002
				From:			07 NORTH 07 SOUTH									
721)	0.40	3200	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.744	3200	G	2002
				To: From:		17-83	37 NORTH									
721	1.38	4200	G	97% To:	0%	2%	0%	1%	0%	С	0.093	F	0.709	4300	G	2002
				From:			L GALAX									
722	0.30	50	R	r rom.		17-8	887 WEST				NA			NA		10/22/200
				To		0.30.1	MN 17-933	3	1.							
722	0.10	50	R	From:		0.50	WIIV 17-23.	,			NA			NA		10/22/200
				To		0.40	MN 17-933	3								
722	0.40	50	R	From:					-		NA			NA		10/22/2001
				To: From:			17-933									
722	0.20	340	R								NA			NA		10/22/2001
				From:			17-805									
722	0.80	50	R								NA			NA		10/22/2001
	2.22			From:		0.80	ME 17-805	5			NI A			NIA		40/00/000
(722)	0.80	50	R								NA			NA		10/22/2001
(722) (722)	0.51	50	R	From:		1.60	ME 17-805	5			NA			NA		10/22/2001
(722)	0.51	30	K	т			7.1050		i		INA			INA		10/22/2001
	0.49	680	R	From:		- 1	7-1059		[NA			NA		10/22/2001
722	51.15			To			887 MID									. 0
	0.08	510	R	From:		17-8	887 EAST				NA			NA		10/22/200
722	0.08	310	K								INA			INA		10/22/200
(722)	0.62	1300	G	From: 95%	0%	3%	US 58 0%	1%	0%	С	0.088	F	0.567	1300	G	2002
722	0.02	1000		To:	070		17-713	1,70			0.000		0.007	1000		2002
(722)	1.53	710	G	95%	0%	3%	0%	1%	0%	F	0.101	F	0.524	720	G	2002
•				To:			17-723									
(722)	0.90	1900	G	98%	0%	2%	0%	0%	0%	С	0.09	F	0.529	2000	G	2002
				To: From:			17-791									
722	0.46	2100	G	98%	0%	2%	0%	0%	0%	F	0.093	F	0.539	2100	G	2002
				To:			L GALAX									
700	1.20	1300	G	98%	0%	1%	17-712 0%	1%	0%	С	0.101	F	0.633	1300	G	2002
723	1.20	1000	Ū	Tn·	070		17-722	1 70	070	O	0.101	•	0.000	1000	J	2002
				From:			SR 97									
724	1.18	870	G	98%	0%	1%	0%	1%	0%	С	0.112	F	0.588	880	G	2002
				To:			17-683									
	0.10	60	R	From:			SR 97				NA			NA		08/06/2001
725	0.10	UU	^	Tar			17.071				INA			INA		30/00/200
(725)	0.05	10	R	From:			17-971				NA			NA		08/06/2001
725	0.00			To:			ead End				, .					30.03.200
	0.00		_	From:		Dead End	; Gap Tern	ninus			NI A			NIA		00/00/000
725	0.90	50	R	To:			17-683		<u> </u>		NA			NA		08/06/2001
							., 003									

					Carroll Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:	NCL GALAX							
726)	0.85	45	R		NCL GALAX		NA			NA		10/15/2001
				To: From:	17-849	-						
726	0.98	100	R	To:	NCL GALAX		NA			NA		10/15/2001
				From:	Dead End							
727	0.20	50	R			_	NA			NA		08/06/2001
	0.50	220		To: From:	SR 97		NIA			NIA		4000
727)	2.53	230	R	To:	17-815		NA			NA		1998
				From:	Grayson County Line							
728	0.92	360	R			- 1	NA			NA		1998
				To:	17-792							
(720)	1.00	100	R	From:	17-851		NA			NA		10/15/2001
(729)				To:	Dead End							
$\widehat{}$				From:	US 58							
730	0.35	1400	R	To:	17-887	l	NA			NA		10/22/2001
				From:	17-722							
(731)	1.35	700	R		17-122		NA			NA		1998
				To:	17-887							
Gravson County				From:	38-606							
(732)	0.40	20	R		38-000		NA			NA		10/15/2001
				To:	Grayson County Line							
Carroll County				From:								
732	0.40	20	R	rioni.	Grayson County Line		NA			NA		10/15/2001
(132)				To	0.40 ME OF CL							
(732)	0.80	48	R	From:	0.10 ME 01 CE		NA			NA		10/15/2001
				To:	17-607							
	4.00	CO	-	From:	17-707		NIA			NIA		40/47/2004
(733)	1.30	60	R	. —		1	NA			NA		10/17/2001
(733)	2.19	60	R	From:	17-735		NA			NA		10/17/2001
(733)				To:	2.19 MW 17-735							
(733)	0.75	45	R	From:	2.17 1.11 17 750		NA			NA		10/17/2001
				To: From:	2.94 ME 17-735							
733	0.04	60	R			1	NA			NA		10/17/2001
				To: From:	17-635							
(734)	0.90	40	R	From:	17-691		NA			NA		09/17/2001
(734)				To:	17-670							
				From:	17-635							
735	1.60	130	R				NA			NA		10/17/2001
$\overline{\bigcirc}$	0.00	40		To: From:	1.60 ME 17-635		NIA			NIA		40/47/2004
735	0.20	40	R		· · · · · ·	ı	NA			NA		10/17/2001
(735)	0.30	6	R	From:	Dead End; Gap Terminus		NA			NA		10/17/2001
735	0.00			To:	17-733 WEST							.0, 11,72001
	0.47	250	R	From:	17-733 EAST		NA			NA		10/17/2001
735	2.47	250	ĸ	To:	17-620; 17-742		INA			INA		10/11/2001
					, · · ·							

					C	arroll Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		D	ead End		1							
736)	1.60	50	R	<u>. </u>			cua Liia			ļ	NA			NA		10/15/200
				To: From:		1.60 M	IE Dead E	nd								
736	0.50	90	R								NA			NA		10/15/200
	1.20	500	R	From:			17-793				NA			NA		10/17/200
736	1.20	300	K	To:			17-635				INA			INA		10/1//200
				From:			SR 94									
(737)	0.99	160	R	т		0.00				Ì	NA			NA		10/15/200
				To: From:			MN SR 94 MN 17-98									
(737)	0.71	160	R								NA			NA		10/15/200
				To: From:			l; Gap Terr Gap Termi									
737)	1.60	30	R			17 002	оцр тенни			Į.	NA			NA		10/15/200
				To: From:		1.60	MS 17-60	2								
(737)	1.05	20	R							I	NA			NA		10/15/200
				To:			ead End									
738)	2.05	130	R				17-602				NA			NA		1998
(730)				To:			SR 94									
$\widehat{}$				From:			17-635									
739	0.80	10	R								NA			NA		10/17/200
	4.00	40	_	From:		0.80	ME 17-63:	5			NIA			NIA		40/47/200
739	1.30	40	R	To:			17-741			1	NA			NA		10/17/200
				From:			17-635									
740	2.45	270	G	93%	0%	5%	0%	2%	0%	С	0.106	F	0.5	270	G	2002
				To: From:			17-741									
740	0.90	510	G	93%	0%	5%	0%	2%	0%	F	0.097	F	0.642	520	G	2002
				From:	201		2 N; 17-84		201							
740	0.80	900	G	93% To:	0%	5% 17-7	0% 43 SOUTH	2%	0%	F	0.087	F	0.626	910	G	2002
$\widehat{}$				From:		17-74	43 NORTH	I								
740	0.55	470	G	93% To:	0%	5%	0% 45 SOUTH	2%	0%	F	0.094	F	0.567	480	G	2002
				From:			45 SOUTE 45 NORTE									
740	1.38	480	G	93%	0%	5%	0%	2%	0%	F	0.104	F	0.632	490	G	2002
				To: From:			20 SOUTE 20 NORTE									
740	0.60	300	R	_					<u>'</u>		NA			NA		10/24/2001
				To:			US 52									
(T)	0.90	60	R	From:		D	ead End				NA			NA		10/17/2001
741)	0.90	00	IX	To:			17.740			1	INA			INA		10/1//2001
(741)	0.70	140	R	From:			17-740				NA			NA		10/17/2001
741)				To:			17-739									
741)	1.10	40	R	From:			-7 102			l	NA			NA		10/17/2001
				To			17-742									
	0.40	00	_	From:		17-6	20; 17-735	;			NIA			NIA		10/04/0004
742	2.40	90	R	To:			17-740]	NA			NA		10/24/2001
				From:			40; 17-847	1								
742	1.92	200	R	_							NA			NA		11/13/2001
	0.07	60		From:			17-796				NIA			NIA		10/17/2024
742	0.07	60	R	To:		0.07	MN 17-79	6			NA			NA		10/17/2001
						0.07	1/-//	-								-

					Ca	arroll Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		0.07	MN 17-796		1							
742	0.63	60	R					,			NA			NA		10/17/2001
	1.00	40		To: From:			17-741				NIA			NΙΔ		10/17/2001
742	1.00	40	R	To			17-635				NA			NA		10/17/2001
				From:			US 58									
743)	0.90	1600	G	94%	0%	2%	2%	2%	0%	F	0.088	F	0.552	1600	G	2002
				From:	201		17-958	201	20/				2 = 2			
743	1.20	2200	G	94%	0%	2%	2% 17-963	2%	0%	С	0.092	F	0.53	2300	G	2002
743)	0.30	2200	G	94%	0%	2%	2%	2%	0%	F	0.090	F	0.518	2200	G	2002
				From:	201		17-705	201	201		2 122			1000		
743	0.97	1200	G	94%	0%	2%	2%	2%	0%	F	0.102	F	0.676	1200	G	2002
				From:	201	201	17-936	201	201					1000		
743	1.13	1000	G	94% To:	0%	2%	2% 520 EAST	2%	0%	F	0.093	F	0.675	1000	G	2002
				From:			520 EAST									
743	1.60	1100	G	94%	0%	2%	2%	2%	0%	F	0.081	F	0.590	1100	G	2002
				To:			40 SOUTH									
	2.75	440	В	From:		17-7	40 NORTH	[NIA			NIA		11/12/2001
743)	3.75	410	R	To:		IIS 4	52 NORTH				NA			NA		11/13/2001
				From:			17-705									
744	0.91	100	R				17-705				NA			NA		10/24/2001
744	0.01	100		To:		D	ead End				147 (14/1		10/2-1/2001
				From:			43 SOUTH		1							
745	0.77	40	R	<u> </u>		1//	15 500 111				NA			NA		11/13/2001
(149)				To:		17-7	40 WEST									
				From:		17-	740 EAST									
745)	0.20	60	R								NA			NA		10/24/2001
				To: From:		0.20 MN	17-740 E	AST								
745	1.58	60	R								NA			NA		10/24/2001
				To: From:			17-746									
745	0.64	50	R								NA			NA		10/24/2001
				To: From:		0.64	MW 17-74	6								
745	1.46	50	R								NA			NA		10/24/2001
				To:		17-7	43 NORTH	[
				From:			17-745									
746	1.10	80	R								NA			NA		10/24/2001
				To: From:		1.10	ME 17-745	j								
(746)	0.47	80	R								NA			NA		10/24/2001
				To:			17-620]							
				From:			17-620									
(747)	1.01	100	R								NA			NA		10/24/2001
				To: From:		1.01	MN 17-620)								
(747)	1.09	40	R								NA			NA		10/24/2001
				To:			US 52									
\bigcirc				From:	-	D	ead End									
748)	0.10	NA		т			17.705				NA			NA		
				To:			17-785									
$\overline{}$	25:		_	From:	001		US 52	401	00/	^	0.000	_	0.533	F 10	_	0000
749	0.54	540	G	96%	0%	3%	0%	1%	0%	С	0.096	F	0.577	540	G	2002
				To: From:			97 NORTH									
749	0.82	480	G	96%	0%	3%	0%	1%	0%	F	0.092	F	0.575	490	G	2002
				To:			17-772									

					Ot	arroli Maintenan	SE AI Ca														
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year						
Carroll County	0.70	400		From:	00/	17-772	40/	00/		0.007	_	0.540	400		0000						
749)	2.76	400	G	96%	0%	3% 0%	1%	0%	F	0.097	F	0.513	400	G	2002						
				To:		SR 100															
				From:		17-637															
750	0.10	150	R							NA			NA		09/06/200						
				To: From:		SR 100 NORT															
	0.40	50	_	r tom.		SR 100 SOUT	H			NIA			NIA		44/40/000						
750	0.10	50	R							NA			NA		11/13/200						
				From:		0.10 ME SR 10	00														
750	0.21	50	R							NA			NA		11/13/200						
				To		0.31 ME SR 10	00	1													
750	0.50	50	R	From:		0.51 1412 510 10	,,,			NA			NA		11/13/200						
750	0.00	•	•••	_											111101200						
				From:		17-693															
750	2.10	40	R							NA			NA		11/13/200						
				To: From:		17-752															
750	1.80	60	R							NA			NA		1998						
				To:		17-829															
	1.00	110	R	From:		17-029				NA			NA		1998						
(750) (750)	1.00	110	1	To:		17-753		1		INA			INA		1990						
								ļ													
			_	From:		17-693									4000						
(751)	2.20	100	R							NA			NA		1998						
				To: From:		17-766															
(751)	0.70	7	R	rioin.						NA			NA		11/13/200						
751)				To:		Dead End															
				From:		17-783		ı													
750	3.36	410	R			17-763				NA			NA		1998						
752	0.00	710	• • • • • • • • • • • • • • • • • • • •	To:		17-751				147 (147 (1000						
				From:																	
	4.40	700	_	<u> </u>	40/	17-783	00/	00/	_	0.004	_	0.054	740	_	0000						
753	1.10	700	G	88%	1%	2% 7%	2%	0%	F	0.081	F	0.654	710	G	2002						
				From:		17-902															
(753)	1.40	660	G	88%	1%	2% 7%	2%	0%	F	0.084	F	0.528	670	G	2002						
(753) (753)				To		17-750															
750	2.33	570	G	From: 88%	1%	2% 7%	2%	0%	F	0.077	F	0.514	580	G	2002						
(753)	2.55	370	J	00 /0	1 70		270	070	'	0.011	'	0.514	300	O	2002						
				From:		17-763															
(753)	3.37	370	G	88%	1%	2% 7%	2%	0%	F	0.096	F	0.567	380	G	2002						
<u> </u>				To: From:		17-764															
753	0.50	740	G	88%	1%	2% 7%	2%	0%	F	0.085	F	0.562	760	G	2002						
(100)				To:				1													
	1.00	700	^	From: 88%	10/	17-757	20/	00/		0.007	Г	0.567	710		2002						
753	1.00	700	G	00 % To:	1%	2% 7%	2%	0%	С	0.097	F	0.567	710	G	2002						
						US 221															
				From:		17-625															
754)	2.40	20	R							NA			NA		11/05/200						
				To:		US 221															
				From:		17-611															
755	1.00	40	R							NA			NA		11/05/200						
				To:		17-757 SOUT															
				From:		17-757 NORT															
755)	1.20	40	R							NA			NA		11/05/200						
\bigcup				To-		17-756															
				From:		17-757		Ī													
756)	1.70	20	R			101				NA			NA		11/05/200						
	3	_•		, —						INA				INA							
						17-755									4000						
\bigcirc																					
(756)	0.20	70	R	To		17-622				NA			NA		1998						

					C	arroll Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:											
757)	1.90	290	R	rioii.		17-753				NA			NA		1998
	1.80	46	R	From:		17-755				NA			NA		11/05/2001
757	1.00	40	K	To:		17-619		1		INA			INA		11/03/2001
				From:		Grayson County L	ine								
758	1.45	1300	G	97%	0%	2% 0% SR 94	1%	0%	С	0.095	F	0.554	1300	G	2002
\bigcirc				From:		17-911									40/00/000
(759)	0.84	460	R	To:		US 58				NA			NA		10/22/200
\bigcirc	4.00			From:		17-764									44/05/000
760	1.20	20	R	To		17-757				NA			NA		11/05/200
				From:		17-611									
761)	1.00	30	R							NA			NA		11/13/200
(761)	1.40	60	R	From:		17-766				NA			NA		11/13/200
(761)	1.10			To:		17-764									11710/200
				From:		17-638									
762	1.42	20	R	To:		17-753		1		NA			NA		11/05/2001
				From:		17-638									
(763)	1.80	80	R	·						NA			NA		11/05/200
				To: From:		17-846									4.4.0=1000
763)	0.40	60	R	To:		17-753				NA			NA		11/05/2001
				From:		US 221		1							
(764)	3.70	290	R	<u></u>						NA			NA		1998
			_	From:		17-761									
764)	2.83	110	R							NA			NA		11/03/200
	2.60	50	R	From:		17-765				NA			NA		11/13/200
764	2.00			To:		Pulaski County L	ine			1471			147 (11/10/200
				From:		17-761									
765	2.40	40	R							NA			NA		11/13/200
	1.99	30	R	From:		2.40 MN 17-76	1			NA			NA		11/13/200
765)	1.55	30	K	To:		17-764				INA			INA		11/13/200
				From:		17-761									
766	0.70	20	R							NA			NA		11/13/2001
	4.00			From:		Dead End; Gap Terr	ninus								4440000
(766)	1.30	40	R	To:		17-751				NA			NA		11/13/200
				From:		SR 100									
767)	2.70	70	R	<u> </u>						NA			NA		11/13/2001
				To: From:		2.70 MN SR 10	0	}							
767	0.50	50	R	To:		17-753				NA			NA		1998
				From:		17-753									
768)	2.80	190	R	<u> </u>		17-749				NA			NA		09/06/2001
				To		17-771									
		F.A.	_	From:		US 52				b i A			NIA		00/00/000
769	4.34	50	R	To:		17-749				NA			NA		09/06/2001
						*/ ///									

					C	arroll Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\circ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:											
(770)	1.10	130	R	From:		17-769				NA			NA		09/06/2001
(710)				To-		US 52									
\bigcirc				From:		17-769									
771)	1.29	80	R							NA			NA		09/06/2001
(771)	0.35	80	R	From:		1.29 ME 17-76	9			NA			NA		09/06/2001
771)				To:		17-1102									
(771)	0.56	380	R	From:						NA			NA		09/06/2001
				To:		SR 100									
(772)	0.42	30	R	From:		Dead End				NA			NA		11/13/2001
(772)				To:		17-749									
(772)	0.38	30	R	From:		17 7 12				NA			NA		11/13/2001
				From:		Dead End; Gap Terr	ninus								
772	0.01	30	R	To:		Watha Camba Li		1		NA			NA		11/13/2001
				From:		Wythe County Li	ne								
(773)	0.90	50	R			17 712				NA			NA		11/13/2001
				To:		17-743									
(77)	1.45	230	R	From:		North Carolina State	Line			NA			NA		1998
(774)	1.40	200		To:		17-620				INA			IVA		1330
				From:		SR 97									
775	2.60	450	G	74%	1%	3% 1% 17-701 SOUTH	17%	4%	F	0.088	F	0.672	460	G	2002
				From:		17-701 SOUTI	ł								
775)	2.19	420	G	74%	1%	3% 1%	17%	4%	F	0.086	F	0.6	430	G	2002
	1.17	630	G	From: 74%	1%	17-683 WEST 3% 1%	17%	4%	F	0.078	F	0.685	640	G	2002
775)	1.17	630	G	To:	1 /0	17-702	17 /0	4 /0	ı	0.076	ı	0.005	040	G	2002
775)	0.65	680	G	74%	1%	3% 1%	17%	4%	F	0.078	F	0.690	690	G	2002
				To: From:		17-778									
775)	0.11	4000	G	74%	1%	3% 1%	17%	4%	С	0.074	F	0.507	4000	G	2002
				To: From:		I-77 RAMP									
(776)	0.60	30	R			Dead End				NA			NA		09/19/2001
				To:		US 58									
\bigcap	0.00	00		From:		17-778				NIA			NIA		4000
777	0.23	90	R	To:		Dead End				NA			NA		1998
				From:		17-702									
(778)	0.99	1900	R							NA			NA		1998
	0.40	202		From:		17-775				NI A			NI A		4000
(778)	0.48	200	R	To:		17-683 WEST				NA			NA		1998
	4.00	00		From:		17-683 EAST				N. A			N.1.0		1000
778	1.02	90	R	₋				1		NA			NA		1998
(778)	0.17	50	R	From:		BLUE RIDGE PK	WY	•		NA			NA		1998
(110)	0.11			To		17-608									
				From:		US 58									
779	0.30	20	R	To:		17-657				NA			NA		10/09/2001
						1 /-03 /									

					Oc	iron manie	silalice Ale	a							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hillsville				From:		US	52								
780	2.30	800	R							NA			NA		11/07/2001
				To:		US	58								
Carroll County				From:		17-7	713								
(781)	1.60	50	R			17-7	15			NA			NA		11/07/2001
				To:		17-6	520								
\bigcirc	0.00	400	-	From:		US	52			NIA			NIA		44/40/0004
782	0.20	100	R	_					1	NA			NA		11/13/2001
(792)	0.80	30	R	From:		17-8	367			NA			NA		11/13/2001
(782)	0.00		• • • • • • • • • • • • • • • • • • • •	To		17.7	105		<u> </u>	147 (1471		11/10/200
(782)	0.60	10	R	From:		17-7	83			NA			NA		11/13/2001
				To:		Dead	End								
\bigcirc				From:		SR 100 S									
783	0.85	1200	G	96%	0%		1% 1%	0%	С	0.103	F	0.615	1200	G	2002
	0.07	500		From:		17-7	753			NIA.			NIA		4000
783	0.67	560	R	To:		SR 100 N	JORTH		I	NA			NA		1998
				From:		SR									
(784)	0.10	50	R			gre .				NA			NA		11/13/2001
				To: From:		17-8	328								
(784)	0.20	20	R							NA			NA		11/13/2001
				To:		Dead									
\bigcirc	2.42	E40	R	From:		US	52			NIA			NIA		11/12/2004
785	2.12	510	ĸ	To:		17-7	782			NA			NA		11/13/2001
				From:		17-7									
(786)	0.47	60	R							NA			NA		1998
				To:		17-7	702								
	0.24	460	R	From:		US	58			NIA			NIA		10/22/2004
(787)	0.24	160	ĸ	To:		17-8	372			NA			NA		10/22/2001
				From:	North Carolina State Line										
(788)	1.28	80	R							NA			NA		1998
				To:		17-6									
	0.70	10	R	From:		17-7	700			NA			NA		08/20/2001
789	0.70	10	K	To:		17-7	711		I	INA			INA		00/20/200
				From:		Dead									
790	0.40	30	R							NA			NA		08/06/2001
				To:		17-7									
	0.00	400	_	From:		Dead	End			NIA			NIA		4000
791)	0.90	180	R	To:		17-7	122			NA			NA		1998
				From:		SR									
792	1.75	930	G	97%	0%		0% 1%	0%	С	0.095	F	0.62	940	G	2002
				To:		ECL G									
\bigcirc	4.07	440	Б	From:		17-6	507			NIA			NIA		10/15/0004
793)	4.37	140	R						i	NA			NA		10/15/2001
	1.10	80	R	From:		17-7	736			NA			NA		10/15/2001
793)	1.10	OU	ĸ	To:		Dead	End			INA			INA		10/10/2001
				From:		17-6									
794)	0.57	50	R						•	NA			NA		08/22/2001
\sim				To:		0.57 MN	17-620								

				Carroll Maintenance Area						
Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak I Hou	()K	Dir Factor	AAWDT	QW	Year
			From:	0.57 MN 17-620	ĺ					
0.43	40	R			NA			NA		08/22/200
0.50	140	R	From:	17-696				NΑ		1998
0.50	140		To:	17.940	7			14/3		1000
1.00	70	R	From:	1/-840	NA			NA		08/01/200
			To:	Dead End						
			From:	17-742]					
1.58	90	R	To:	17.742	NA T			NA		10/17/200
			From:							
0.23	600	R		1/-004	J NA			NA		1998
			To	SR 94	1					
			From:	Dead End]					
1.20	60	R	To:	17 702	NA T			NA		11/07/200
					1					
0.90	40	R		Grayson County Line	NA			NA		08/06/200
			To:	17-718	1					
			From:	17-692						
1.55	750	R	To:	17.52	NA T			NA		1998
0.45	40	R	<u> </u>	Dead End	J NA			NA		10/15/200
			To:	SR 94	1					
			From:	17-620 SOUTH]					
1.40	40	R	To:	17 (20 NOPTH	NA T			NA		08/08/200
1.00	200	R		Dead End	J NA			NA		11/24/200
			To:	17-743; 17-963	1					
			From:	Dead End						
1.15	30	R			NA _			NA		11/07/200
0.04	40	_	From:	1.15 ME Dead End				NIA		44/07/000
0.21	40	K	To:	US 52	NA T			NA		11/07/200
			From:							
0.04	120	R	ı	· · 	NA			NA		10/22/200
			To: From:	17-1060]					
0.46	100	R			NA			NA		10/22/200
			From:	0.46 MN 17-1060]					
0.04	100	R	To:	D 15 1	NA T			NA		1994
					1					
0.50	30	R		Dead End	J NA			NA		10/17/200
			To:	17-707	1					
			From:	Dead End						
0.70	130	R	To:	17.670	NA T			NA		1998
					<u> </u>					
0.78	60	R		17-703	L NA			NA		11/07/200
			To	17-959	1					
0.15	60	R	From:	., ,,,,	NA.			NA		11/07/200
			To:	0.15 MS 17-959	1					
	0.43 0.50 1.00 1.58 0.23 1.20 0.90 1.55 0.45 1.40 1.00 1.15 0.21 0.04 0.46 0.04 0.50 0.70 0.78	0.43 40 0.50 140 1.00 70 1.58 90 0.23 600 1.20 60 0.90 40 1.55 750 0.45 40 1.40 40 1.00 200 1.15 30 0.21 40 0.04 120 0.46 100 0.04 100 0.50 30 0.70 130	0.43 40 R 0.50 140 R 1.00 70 R 1.58 90 R 0.23 600 R 1.20 60 R 0.90 40 R 1.55 750 R 0.45 40 R 1.40 40 R 1.40 40 R 1.00 200 R 1.15 30 R 0.21 40 R 0.21 40 R 0.21 40 R 0.46 100 R 0.04 100 R 0.50 30 R 0.70 130 R	0.43 40 R To From	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck	Length AADT QA 4Tire Bus Truck 2Axie 34-Axie 1Trail 2Trail QC Hour QK Hour QK	Length AADT QA 4Tire Bus 2Aske 3+Axle 1Trail 2Trail QC Factor AADT QK Factor AADT AA	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axide 3AxAde 1Trail 2Trail QC Peak QK Dir Factor AAWDT QW

					C.		aintenanc									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County																
(808)	0.05	80	R	From:		0.15	MS 17-959)			NA			NA		11/07/2001
\bigcirc	0.40			To: From:		0.20	MS 17-800)	}							44/07/0004
808)	0.10	80	R	. —							NA			NA		11/07/2001
808)	0.60	1700	R	From:			17-1035				NA			NA		11/07/2001
(600)				To:			US 58]							
				From:		Grayso	n County L	ine								
809	0.15	300	R	To:			17-607		1		NA			NA		10/15/2001
				From:			17-740									
(810)	0.90	10	R	_							NA			NA		10/17/2001
				To:			Dead End									
(914)	0.60	10	R	From:			17-640				NA			NA		09/26/2001
811)	0.00			To:			17-650									00/20/2001
$\widehat{}$				From:			17-668									
812	1.10	180	R	To:		Г	Dead End				NA			NA		1998
				From:			US 58		1							
813)	0.50	10	R	<u> </u>			0000				NA			NA		10/03/2001
				To- From:		0.50	MN US 58	3								
813)	0.04	20	R								NA			NA		10/03/2001
	0.00		_	From:			17-654		-		N10			NIA		40/00/0004
813)	0.60	6	R	To:		Ι	Dead End		1		NA			NA		10/03/2001
				From:			17-638		I							
814)	1.10	10	R								NA			NA		10/03/2001
				From:			17-617		-							
814)	1.55	20	R	To:			17-632		1		NA			NA		10/03/2001
				From:			508 SOUTH	ī	I							
(815)	0.87	200	R	<u> </u>		1/-(000 300 11.	ı			NA			NA		1998
				To: From:			17-720		-							
815	1.00	50	R								NA			NA		08/06/2001
				To: From:			'-608 MID 508 NORTH	1								
815)	1.06	200	G	95%	0%	2%	1%	2%	0%	F	0.125	F	0.632	200	G	2002
				From:			17-727		}							
815	0.70	400	G	95%	0%	2%	1%	2%	0%	С	0.093	F	0.65	410	G	2002
				To: From:			SR 97									
816	0.52	80	R	r tom.			17-691				NA			NA		1998
				To: From:			17-692									
816)	0.80	560	R	From:							NA			NA		1998
				To:			17-691									
	0.01	60	R	From:			17-785				NA			NA		11/13/2001
817)	0.01	00	IX	To:		0.01	ME 17 704	-			INA			INA		11/13/2001
817)	0.86	60	R	From:		0.01	ME 17-785	,		_	NA			NA		11/13/2001
<u></u>				To:		0.87	ME 17-785	5	<u> </u>							
817)	0.15	60	R	From:							NA			NA		11/13/2001
				To-		Ι	Dead End									

					Carroll Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC P€	ak our	Dir Factor	AAWDT	QW	Year
Carroll County				From:	17-648						
818	0.70	30	R			N	Α		NA		10/01/200
				To: From:	Dead End; Gap Terminus						
818	0.42	20	R	. —		N	A		NA		09/26/200
				To:	17-654						
040	0.60	120	R	From:	US 52	N	A		NA		09/06/200
819	0.00	120	• • • • • • • • • • • • • • • • • • • •	To	17-770		, ,		14/ (00/00/200
				From:	US 58						
820	1.65	30	R	_		N	Α		NA		10/11/200
				To:	17-668						
	1.20	330	R	From:	Dead End	N	Α		NA		10/24/200
821	1.20	330	IX.	To	17-705	IN	^		INA		10/24/200
				From:	US 58						
822	0.60	40	R			N	Α		NA		10/22/200
				To:	Dead End						
\bigcirc	0.00	47		From:	17-691		۸		NIA		00/47/000
823	0.89	47	R			N	А		NA		09/17/200
<u></u>	1.21	47	R	From:	0.89 MN 17-691	N	٨		NA		09/17/200
823	1.21	41	K	To:	17-679	IN	^		INA		09/1//200
				From:	Dead End						
824)	0.15	4	R			N	Α		NA		08/08/200
				To:	17-701						
\bigcirc	4.40		_	From:	Dead End						40/47/000
825	1.40	80	R	To:	17-740	N	А		NA		10/17/200
				From:	17-683; 17-1099						
826	1.01	40	R		17-005, 17-1077	N	Α		NA		11/07/200
				To:	17-702						
\bigcirc				From:	ECL GALAX						
827)	0.15	20	R	To:	Dead End	N	A		NA		10/22/200
				From:	17-784						
828)	0.30	20	R	<u> </u>	17-704	N	Α		NA		11/13/200
020				To:	SR 100						
828	0.20	40	R	From:	SIC 100	N	Α		NA		09/06/200
				To: From:	17-978						
828	0.10	40	R	From:		N	Α		NA		09/06/200
				To:	17-749; 17-861						
\bigcirc	4.50		-	From:	17-752		^		NIA		44/40/000
829	1.50	60	R	To	17-750	N	A		NA		11/13/200
				From:	Dead End						
830	1.00	40	R		Dead End	N	Α		NA		11/07/200
				To:	US 52						
$\overline{}$		-	_	From:	North Carolina State Line						
831)	1.29	640	R	To:	17.700	N	A		NA		1998
				From:	17-690						
(832)	0.50	40	R		North Carolina State Line	N	Α		NA		08/22/200
832				To:	17-774						
				From:	SR 100						
833	0.11	9	R			N	A		NA		11/05/200
				To:	Dead End						

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus	O.C.	(.)K	Dir actor AAWDT QV	N Year
Carroll County				From:	US 52				
(834)	0.90	110	R				NA	NA	1998
				To-	Dead End				
Town of Hillsville				From:	US 52				
(835)	0.50	200	R	<u></u>	00.02	ļ	NA	NA	1998
				To:	Dead End				
Carroll County				From:	Dead End				
836)	0.30	40	R		2000		NA	NA	09/06/200
				To:	SR 100				
	0.40	200	_	From:	17-697		NIA	NA	10/15/200
837)	0.40	300	R	To:	17-721 NORTH		NA	NA	10/15/200
\bigcirc				From:	17-721 SOUTH				
837	0.30	40	R	To:	Dead End	1	NA	NA	10/15/200
				From:	17-620				
838)	0.40	40	R		17-020		NA	NA	10/24/200
				To:	Dead End				
\sim				From:	Dead End				
839	0.75	80	R	To:	17-691	1	NA	NA	1998
				From:	17-795				
840	0.70	50	R		1/-/73		NA	NA	08/01/200
				To:	Dead End				
\sim				From:	US 52				
841)	0.25	180	R	To:	17-913	1	NA	NA	1998
				From:	17-713 17-774 NC STATE LINE				
842	0.70	30	R	<u> </u>	17-774 NC STATE LINE		NA	NA	08/22/200
				То:	Dead End				
\sim				From:	17-695				
843	0.44	70	R				NA	NA	08/01/200
	0.40	00	_	From:	0.44 MN 17-695		NIA	- NA	00/04/0004
843)	0.46	80	R	To:	17-696		NA	NA	08/01/200
				From:	US 58				
844)	0.75	30	R				NA	NA	10/09/200
				To:	Dead End				
	0.69	120	R	From:	17-607		NA	NA	10/15/200°
845)	0.09	120	K	т	0.60 ME 15.605	Ī	NA .	NA.	10/13/200
845)	0.71	120	R	From:	0.69 ME 17-607		NA	NA	10/15/2001
043)				To:	Dead End				
				From:	Dead End				
846)	0.50	20	R	To:	17 7/2	Ī	NA	NA	11/05/2001
				г	17-763				
847)	0.20	9	R		17-740		NA	NA	11/13/2001
		-	-	To-	17-740; 17-742			-	
				From:	Dead End				
848	0.80	40	R	T	CD 100	1	NA	NA	09/06/2001
				To: From:	SR 100				
849	1.80	210	R	rion"	17-726		NA	NA	10/15/2001
0+3				To:	17-635				. 3 3. 200
					·				

Route	Length	AADT	QA	4Tire	Carroll Maintenance AreaTruckBus	()(')	(.)K	AAWDT Q\	V Year
Carroll County	g				2Axle 3+Axle 1Trail 2Trail	Hour	Factor		
	0.70	130	R	From:	SR 94	NA		NA	1998
(850)	0.70	130	K	To	Dead End	INA		NA.	1990
				From:	17-736				
851)	0.30	220	R			NA		NA	10/15/2001
				To- From:	17-729				
851)	0.20	40	R	To	Dead End	NA I		NA	10/15/2001
				From:	17-831				
852	0.12	40	R		17-031	NA NA		NA	08/22/2001
				To:	Dead End				
\bigcirc				From:	17-677				00/00/000
853	0.75	30	R			NA		NA	09/26/2001
	0.70	50	R	From:	0.75 MN 17-677	NA		NA	09/26/2001
853	0.70	50	K			INA		NA	09/20/2001
853	0.50	40	R	From:	1.45 MN 17-677	NA		NA	09/26/2001
(653)	0.00		.`	To:	US 58	1.0.			00/20/2001
				From:	17-816				
854	0.70	60	R	_		NA		NA	09/10/2001
				To:	Dead End				
(OFF)	0.30	10	R	From:	Dead End	l NA		NA	10/15/2001
855	0.50	10		To	SR 94	l INA		IVA	10/10/2001
				From:	Dead End				
856	1.00	70	R	_		NA		NA	08/20/2001
				To:	17-608				
(857)	0.50	80	R	From:	17-735	NA NA		NA	10/17/2001
(857)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	Dead End			10.0	10/11/2001
				From:	Dead End				
(858)	0.47	140	R			NA		NA	1998
				To: From:	17-601 NORTH 17-601 SOUTH				
(858)	0.10	230	R		1, 001 500 111	NA		NA	1998
				To:	SR 94				
\bigcirc	0.00	400		From:	Dead End	NIA.		NIA	4000
859	0.80	100	R	To:	17-690	NA I		NA	1998
				From:	17-700				
860	1.00	40	R			NA		NA	08/01/2001
				To:	Dead End				
	4.00	00		From:	Dead End	NIA.		N 1.0	00/00/0004
861)	1.00	60	R	To:	17-749; 17-828	NA I		NA	09/06/2001
				From:	Dead End				
862	0.30	50	R			NA		NA	10/15/2001
				To: From:	SR 94 SOUTH				
862	0.10	40	R	<u></u>	SR 94 NORTH	NA NA		NA	10/15/2001
				To:	Dead End				
				From:	17-926				
863	0.80	120	R	To:	D1E-1	NA		NA	09/16/2001
				From:	Dead End				
864)	0.50	20	R		Dead End	NA NA		NA	09/06/2001
				To:	17-768				

					Carroll Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Town of Hillsville				From:	US 52						
(865)	0.20	80	R	_		NA			NA		11/27/2001
				To:	Dead End						
Carroll County				From:	US 52						
(866)	0.42	70	R		0502	NA			NA		1998
				To:	US 52						
\bigcirc	1.00	20		From:	17-782	NIA.			NIA		44/42/2004
867)	1.00	30	R	To:	Dead End	NA I			NA		11/13/2001
				From:	SR 94						
868)	0.20	80	R		5527	NA			NA		1998
				To: From:	17-878						
868	0.20	20	R	_		NA			NA		10/15/2001
				To:	Dead End						
000	0.30	40	R	From:	17-620	l NA			NA		08/22/2001
869	0.50	40	IX.	To:	Dead End				INA		00/22/200
				From:	17-682						
870	1.70	50	R			NA			NA		11/07/2001
				To: From:	1.70 MN 17-682						
870	0.80	50	R			NA			NA		11/07/2001
				To:	17-670						
(TO)	1.61	1100	R	From:	US 58	l NA			NA		10/22/2001
872	1.01	1100	IX.	To:	US 58				INA		10/22/200
				From:	Dead End						
873)	0.15	60	R	_		NA			NA		09/10/2001
				To:	17-686						
	0.22	6	R	From:	Dead End	NA NA			NA		08/20/2001
874	0.22	0	K	To:	17-608	INA			INA		00/20/200
				From:	Dead End						
(875)	0.60	60	R			NA			NA		09/10/2001
				To:	17-692						
\bigcirc	0.50	20	_	From:	Dead End	NIA.			NΙΔ		09/10/2001
876)	0.50	30	R	To:	17-913	NA I			NA		09/10/2001
				From:	Dead End						
877)	0.40	80	R			NA			NA		1998
				To:	17-831						
\bigcirc			_	From:	17-868						1011=1000
878	0.50	48	R	To:	Dead End	NA I			NA		10/15/2001
				From:	17-684						
879	0.25	20	R		17 001	NA			NA		09/19/2001
				To:	Dead End						
\bigcirc			_	From:	Dead End						10/01/55
880	0.30	50	R	To:	17-740	NA I			NA		10/24/2001
				From:	US 52						
881)	0.15	100	R	<u> </u>	US 32	l NA			NA		09/06/2001
001)				To:	0.15 MN US 52						
(881)	1.60	50	R	From:		NA			NA		09/06/2001
				To:	Dead End						

					C	arroll Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:		Dead End		1							
(882)	0.70	60	R	_						NA			NA		08/22/2001
				To-		17-691									
(000)	1.10	110	R	From:		Dead End				NA			NA		09/10/2001
(883)	1.10	110		To:		17-686				147 (147.		00/10/2001
				From:		US 52									
884	0.60	140	R	To:		Dead End				NA			NA		1998
				From:		Dead End Dead End									
(885)	0.16	100	R	<u> </u>		Dead End				NA			NA		1998
				To:		17-731									
Town of Hillsville				From:		SR 52		ı							
886	0.20	1400	G	97%	0%	2% 0%	0%	0%	С	0.096	F	0.537	1500	G	2002
				To: From:		17-1011									
(886)	0.36	1400	G	97 <u>%</u>	0%	2% 0%	0%	0%	F	0.091	F	0.622	1400	G	2002
				To:		ECL HILLSVIL	LE								
Carroll County				From:		ECL HILLSVIL	LE								
886	1.30	1300	G	97%	0%	2% 0%	0%	0%	F	0.088	F	0.525	1400	G	2002
				To:		SR 100									
886	1.55	110	R							NA			NA		1998
	1.10	40		From:		17-668									44/05/0004
886	1.10	48	R	To-		Dead End		1		NA			NA		11/05/2001
				From:		ECL GALAX									
887	0.23	3200	G	98%	0%	1% 0%	0%	0%	С	0.083	F	0.56	3300	G	2002
				From:		17-635									
887	0.24	2800	G	96%	0%	2% 0%	1%	0%	С	0.093	F	0.522	2800	G	2002
				From:	201	17-730	101	201							
887	1.91	1300	G	96%	0%	2% 0%	1%	0%	F	0.088	F	0.574	1300	G	2002
(887)	0.61	1100	G	From: 96%	0%	17-722 EAST 2% 0%	1%	0%	F	0.097	F	0.520	1100	G	2002
001)	0.01	1100		To:	070	US 58	170	070		0.001		0.020	1100		2002
				From:		US 58									
(888)	0.15	230	R							NA			NA		1998
$\overline{\bigcirc}$				From:		17-894		ŀ							1000
888	0.08	120	R	To:		17-722				NA			NA		1998
				From:		Dead End									
(889)	0.40	10	R			Dead End				NA			NA		11/05/2001
				To:		17-645									
	0.60	70	R	From:		Dead End				NA			NA		1998
890	0.00	70	K	To:		17-692				INA			INA		1990
				From:		17-692		·							
891	0.40	30	R	_						NA			NA		08/22/2001
				To		Dead End									
(000)	0.25	30	R	From:		US 52				NA			NA		09/10/2001
892	U.23			To:		US 52				11/7			11/4		
				From:		17-608					_			_	
(893)	0.70	30	R							NA			NA		08/20/2001
				To:		17-699									

					Carroli Mainteriance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	ail QC	Peak Hour	QK Dir Factor	AAWDT	QW Year
Carroll County				From:	17-888	1				
894)	0.12	50	R	L	17-888		NA		NA	1998
				To:	Dead End					
\bigcirc				From:	US 58					
895	0.40	100	R	To:	17-701	_	NA		NA	11/07/200
				From:	Dead End					
896)	0.70	70	R	<u> </u>	Dead End		NA		NA	1998
030)				To:	17-696					
				From:	17-749					
897	0.35	10	R			_	NA		NA	11/13/200
				To:	17-749					
	0.40	40	R	From:	17-962		NA		NA	10/24/200
898	0.40	40	K	To:	Dead End	\neg	INA		INA	10/24/200
				From:	17-673	1				
899	0.80	6	R	<u> </u>	1, 0,5	-	NA		NA	10/11/200
				To:	Dead End					
				From:	Dead End					
900	1.20	20	R			_	NA		NA	10/11/200
				To:	17-625					
	1.66	190	R	From:	Dead End		NA		NA	09/17/200
901	1.00	190	K	To:	17-679	\neg	INA		INA	09/17/200
				From:	17-753	1				
902	0.60	20	R		1, 703		NA		NA	11/13/200
				To	Dead End					
				From:	17-690					
903)	0.50	30	R	т		_	NA		NA	08/22/200
				To:	Dead End					
904)	0.65	670	R	From:	Dead End		NA		NA	1998
(904)	0.03	0,0	1	To:	17-683	\neg	INA		IVA	1550
				From:	17-692					
905)	0.65	48	R				NA		NA	09/10/200
				To:	Dead End					
\bigcirc				From:	17-926					
906)	0.33	30	R	To:	110.50	_	NA		NA	1998
				From:	US 52	1				
907)	1.00	20	R	rioni.	US 58		NA		NA	11/05/200
907)	1.00	20		To:	Dead End	\neg	1473		14/1	11/00/200
				From:	Dead End					
908)	0.25	20	R	-			NA		NA	11/05/200
				To:	17-610					
\bigcirc				From:	Dead End					4.4.0=40.00
909	0.22	10	R	To:	17-610	\neg	NA		NA	11/05/2001
				From:	Dead End	1				
910	0.44	20	R	<u> </u>	Dead End		NA		NA	09/26/200
				To:	BLUE RIDGE PKWY					
				From:	US 58					
911)	0.01	290	R				NA		NA	10/24/2001
				To: From:	17-759					
911)	0.30	200	R			<u> </u>	NA		NA	10/24/200
				To:	Cul-de-Sac	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Facto	ΔΔΜ/ΙΙΙ (QW Year
Carroll County				From:	17-688				
912	0.44	40	R			NA		NA	09/17/200
_				To: From:	0.44 MN 17-688				
912)	1.06	20	R			NA -		NA	09/17/200
	0.90	30	R	From:	1.50 MN 17-688	NA		NA	09/17/200
912	0.90	30	K	To:	17-691	1		INA	09/11/200
				From:	US 52				
913	0.20	110	R			NA		NA	1998
				To: From:	17-841]			
913	1.60	70	R			NA		NA	09/10/200
	0.20	00		From:	1.60 MN 17-841			NIA	4000
913)	0.30	80	R			NA •		NA	1998
	0.50	110	R	From:	17-876	NA		NA	09/10/200
913)	0.30	110	K	To:	17-688]		NA.	09/10/200
				From:	17-722				
914)	0.30	40	R			NA		NA	08/08/200
$\bigcup_{i=1}^{n}$				To:	Dead End				
\bigcirc	2.25		_	From:	17-620]			00/00/000
915)	0.25	30	R	To	Dead End	NA 1		NA	08/08/200
				From:	17-711	i İ			
916)	1.20	50	R		1/-/11	NA		NA	08/08/200
				To:	17-701				
				From:	17-872				
917	0.20	50	R	To:	D. IF. I	NA		NA	10/22/200
				From:	Dead End				
918)	0.30	45	R	r roin.	Dead End	NA		NA	08/01/200
(910)				To:	17-719				
				From:	17-691	j			
919	0.20	30	R	. —		NA T		NA	08/22/2001
				To: From:	Dead End				
(920)	0.52	20	R	From:	17-610) NA		NA	10/01/200
920)	0.02	20		To:	Dead End	1 '''		147	10/01/200
				From:	17-670				
921)	0.50	10	R			NA		NA	09/24/2001
				To: From:	0.50 MN 17-670]			
921)	0.50	3	R	_		NA		NA	09/24/2001
				To:	17-674	<u> </u>			
	1.00	30	R	From:	Dead End] NA		NA	09/24/2001
922	1.00	30	K	To:	17-674]		NA.	09/24/200
				From:	17-670				
923)	0.80	60	R			NA		NA	09/24/2001
				To:	17-680	<u> </u>			
\bigcirc		400	_	From:	17-688]			1000
924)	0.05	100	R	To:	US 52	NA 1		NA	1998
				From:	17-635	<u> </u>			
925)	0.40	80	R		1/-033	J NA		NA	09/24/200
023				To	Dead End	1			

Route	Lenath	AADT	QA	4Tire	Bus	Tr	uck			Peak	QK	Dir	AAWDT	QW	Year
Carroll County	20119111	, , , ,	Ψ.		Duo	2Axle 3+Axle	1Trail	2Trail	QU	Hour	Q. (Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	α	1 001
_	0.70	220		From:	00/	US 52	00/	00/	С	0.101	г	0.56	220		2002
926	0.72	230	G	94%	0%	4% 1% 17-863	0%	0%	C	0.101	F	0.56	230	G	2002
926	0.55	90	G	94%	0%	4% 1%	0%	0%	F	0.143	F	0.667	90	G	2002
				To		17-670									
	0.70	160	R	From:		US 52				NA			NA		1998
927)	0.70	100	K	To		Dead End				INA			INA		1990
				From:		17-815									
928	0.40	60	R	To:		Dead End				NA			NA		08/06/2001
				From:		17-841		1							
929	0.25	70	R	<u> </u>		17 011				NA			NA		09/10/2001
				To: From:		0.25 MS 17-84	1								
929	0.11	70	R							NA			NA		09/10/2001
				To:		Dead End									
930	0.40	20	R	Troin.		Dead End				NA			NA		10/15/2001
000				To		SR 94									
				From:		Dead End									
931)	0.45	48	R	To:		17-705				NA			NA		10/24/2001
				From:		17-620									
932	0.45	48	R			2, 0-0				NA			NA		10/24/2001
				To:		Dead End									
	0.30	480	R	From:		17-887				NA			NA		10/22/2001
933	0.50	700		To:		17-722				INA			IVA		10/22/2001
				From:		Dead End									
934)	0.20	130	R	To:		17-604				NA			NA		10/15/2001
				From:		Dead End									
935)	0.20	50	R	<u> </u>		Dead Elid				NA			NA		09/10/2001
				To:		17-816									
	0.50	50	_	From:		Dead End				NIA			NIA		10/04/0004
936	0.50	50	R	To:		17-743				NA			NA		10/24/2001
				From:		17-683									
937)	0.20	70	R							NA			NA		1998
				To: From:		Dead End									
938)	0.50	120	R	rioni.		17-800				NA			NA		1998
				To:		Dead End									
\bigcirc			_	From:		SR 97 WEST									
939	0.60	280	R							NA			NA		1998
	1.30	60	R	From:		SR 97 EAST				NA			NA		08/08/2001
939	1.50	00		To		17-620 WEST				INA			IVA		00/00/2001
	1.00	20	R	From:		17-620 EAST				NA			NA		08/08/2001
939	1.00			To:		17-683				- INA					JU/JU/ZUU I
			_	From:		SR 97 WEST									
940	0.20	20	R							NA			NA		08/06/2001
				To:		SR 97 EAST									
	0.50	90	R	From:		Dead End				NA			NA		10/17/2001
941)	3.00			To:		17-707									0 0 1

					Carron Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:	17-707	1						
941)	0.25	40	R		17 707		NA			NA		10/17/200
				To:	Dead End							
\bigcirc			_	From:	Dead End							001101000
942	0.30	50	R	To:	17-692	7	NA			NA		09/10/200
				From:	17-682							
943)	1.15	80	R		17-002		NA			NA		09/24/200
0.0				To:	17-683							
				From:	17-620							
944)	0.55	60	R	To:	D 15 1	7	NA			NA		1998
				From:	Dead End							
	0.35	20	R	From:	Dead End		NA			NA		09/24/200
945)	0.55	20	IX.	To:	17-608	7	INA			INA		03/24/200
				From:	17-692							
947)	0.15	50	R			-1	NA			NA		09/10/200
				To:	17-692							
\bigcirc				From:	Dead End							
948	1.00	120	R	To:	17-620	7	NA			NA		10/22/200
				From:		1						
949	0.10	20	R	1101111	SR 94	_	NA			NA		10/15/200
949)	0.10			To:	Dead End							10/10/200
				From:	ECL GALAX							
950	0.20	100	R			_	NA			NA		08/06/200
\bigcirc				To:	Dead End							
\bigcirc	- 10		_	From:	17-947							201121222
951)	0.10	50	R	To:	Dead End	7	NA			NA		09/10/200
				From:	Dead End	1						
952	0.30	50	R		Dead Elid		NA			NA		10/17/200
002				To:	17-707							
				From:	17-679							
(953)	0.80	48	R	_		_	NA			NA		09/17/200
				To:	Dead End							
	0.55	40	R	From:	Dead End		NA			NA		10/01/200
954)	0.55	40	K	To:	17-643	1	INA			INA		10/01/200
				From:	Dead End	Ì						
955)	0.18	10	R		2002	_	NA			NA		11/07/200
				To:	17-683							
\bigcirc				From:	17-743							
956	0.37	70	R	To:	17-743	7	NA			NA		10/24/2001
				From:		1						
957)	0.20	10	R		Dead End	_	NA			NA		11/07/200
001)				To:	17-714	<u> </u>						
				From:	17-707							
958	0.65	600	R				NA			NA		10/22/2001
				To: From:	17-743]						
958	0.60	10	R				NA			NA		10/22/200
				To-	Dead End							
<u> </u>	0.07		_	From:	17-808		NI A			NIA		11/07/000
959	0.07	6	R	To:	WCL Hillsville	7	NA			NA		11/07/2001
					W CT IIIISAIIIC	1						

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT Q	W Year
Town of Hillsville				From:	WCL Hillsville				
(959)	0.53	6	R		WCL Hillsville	NA		NA	11/07/200
				To-	17-703				
Carroll County				From:	17-702				
960	0.30	100	R			NA		NA	11/07/200
	0.65	70	R	From:	0.30 MS 17-702	NΙΔ		NIA	11/07/200
960)	0.65	70	K	To:	17-703	NA		NA	11/07/200
				From:	Dead End				
961)	0.61	70	R	To:	17-635	NA		NA	10/17/200
				From:	17-705				
962	1.78	180	R	-		NA		NA	10/24/200
	4.00			From:	17-898				10/01/000
962	1.00	60	R	т	1 00) (7 17 000	NA		NA	10/24/200
(962)	1.28	150	R	From:	1.00 ME 17-898	NA		NA	10/24/200
002				To-	WCL HILLSVILLE				
Town of Hillsville				From:	WCL HILLSVILLE				
962)	0.52	200	R		W CE THEES VILLE	NA		NA	10/24/200
				To:	US 52				
Carroll County				From:	17-743; 17-803				
963	0.33	40	R	To:	D 15 1	NA		NA	10/24/200
				From:	Dead End Dead End				
964)	0.10	20	R		Dead End	NA		NA	11/07/200
				To:	17-685				
(965)	0.25	50	R	From:	17-688	NA		NA	09/10/200
				То:	Dead End				
	0.20	20	R	From:	17-674	NA		NA	09/24/200
966)	0.20	20		То:	Dead End	IVA		IVA	09/24/200
				From:	17-831				
967)	0.25	40	R	To:	Dead End	NA		NA	08/22/200
				From:	Dead End				
968	0.28	50	R	To:	17.700	NA		NA	11/07/200
				From:	17-702 17-705				
970)	0.15	70	R	<u> </u>	17-703	NA		NA	10/24/200
				To:	Cul-de-Sac				
(971)	0.34	40	R	From:	17-725	NA		NA	1998
			-	To:	SR 97				
Town of Hillsville				From:	17-668				
(972)	0.18	120	R		17-008	NA		NA	10/09/200
				To:	Dead End				
Carroll County				From:	US 52				
973)	0.20	40	R			NA		NA	09/10/200
				To:	Dead End				

					Cai	rroll Maintenance Ar								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				r -					11001		7 40101			
(974)	0.20	20	R	From:		17-831			NA			NA		08/22/2001
974)	0.20			To:		Dead End								
$\overline{}$				From:		17-715								
975)	0.30	30	R	To:		Dead End			NA			NA		08/01/2001
				From:		Dead End								
976)	0.10	80	R			Doud Liid			NA			NA		11/07/2001
				To:		17-706								
\bigcirc	0.40	20		From:		17-985 SOUTH			NIA			NIA		4000
977)	0.19	60	R	_					NA			NA		1998
(177)	0.21	110	R	From:		17-985 NORTH			NA			NA		1998
977	0.21	110	- 1	To:		17-604			14/-1			14/-3		1550
				From:		17-828								
978)	0.20	20	R				1		NA			NA		09/06/2001
				From:		17-9085								
979)	0.62	70	R	From:		US 52 SOUTH			NA			NA		1998
(979)	V.V-			To:		US 52 NORTH								
				From:		Dead End								
980	0.43	110	R	т					NA			NA		10/22/2001
				From:		17-722								
981)	0.35	110	R			Dead End			NA			NA		1998
(901)				To:		US 52								
				From:		Dead End								
982	0.15	60	R	To:		17.607	<u> </u>		NA			NA		1998
				From:		17-687 17-714								
(983)	0.20	320	R			1/-/14			NA			NA		10/24/2001
909				To:		Dead End								
				From:		US 221								
(984)	0.25	970	R	To:		Dead End	<u> </u>		NA			NA		1998
				From:		17-934	<u> </u>							
985)	0.10	60	R			17-754			NA			NA		1998
				To: From:		17-977 SOUTH								
985	0.10	50	R						NA			NA		1998
				To:		17-977 NORTH								
	0.38	60	R	From:		17-666			NA			NA		09/19/2001
986)	0.36	60	K	To:		Cul-de-Sac			INA			INA		09/19/2001
				From:		Dead End								
987	0.13	60	R						NA			NA		1998
				To:		SR 97								
<u>—</u>	0.15	100	R	From:		17-737			NA			NA		1998
988	0.10	100	ĸ	To:		Dead End			INA			INA		1 330
				From:		Dead End	Ī							
989	0.06	20	R	_					NA			NA		10/24/2001
				To:		17-911								
	0.51	60	R	From:		Dead End			NA			NA		11/27/2001
990	0.51	OU	ĸ	To:		US 52			INA			INA		11/2//2001
						0002								

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QV	V Year
Carroll County				From:	17-758	i			
(991)	0.26	20	R		1, 750	NA		NA	1998
				To-	Dead End				
				From:	Dead End				
992	0.40	70	R	т	17.705	NA I		NA	11/13/200
				To: From:	17-785				
000	0.08	20	R	Piolii.	Dead End	NA NA		NA	10/22/200
993	0.00		•••	To:	SR 94]		10.	10/22/200
				From:	Dead End				
994)	0.13	40	R			NA		NA	10/15/200
				To:	17-604				
\bigcirc				From:	17-872				40,000,000
995)	0.11	6	R	To:	US 58	NA I		NA	10/22/200
				From:		<u> </u>			
996)	0.18	20	R		Dead End	NA		NA	11/27/200
990)	0.10		•••	To:	US 52]		10.	11/21/20
				From:	17-620				
997	0.12	20	R			NA		NA	08/01/20
				To-	Dead End				
$\overline{}$				From:	SR 100				
998)	0.20	20	R	To:	D 15 1	NA I		NA	1998
				10.	Dead End				
Town of Hillsville				From:	17-1017				
1000)	0.15	80	R			NA		NA	1986
				To-	17-668				
\sim				From:	17-1002				
1001)	0.15	900	R			NA		NA	1986
<u> </u>				To: From:	17-1008				
1001)	0.05	980	R			NA		NA	1986
				To: From:	17-1003				
1001)	0.06	830	R	To:	17-1009	NA I		NA	1986
						<u> </u>			
1002	0.04	1700	R	From:	US 52; 17-1020	NA NA		NA	1994
1002)	0.01		•••	To:	17,1001	1		10.	1001
1000	0.49	1700	R	From:	17-1001	NA		NA	1994
1002	0.10		• • • • • • • • • • • • • • • • • • • •	To:	US 221]		10.0	1001
				From:	US 52				
1003	0.07	1100	R			NA		NA	1986
				To:	17-1001				
				From:	Dead End				
1004	0.15	1000	R	To:	US 52	NA I		NA	1986
				From:					
1005	0.02	10	R		Dead End	NA NA		NA	1988
1005	0.02		• • • • • • • • • • • • • • • • • • • •	To:	17-1016]			1000
				From:	17-1007				
1006	0.31	320	R	<u> </u>		NA		NA	1986
				То:	17-668				
$\widehat{}$				From:	US 52				
1007)	0.29	160	R			NA I		NA	1996
				To:	17-1024	<u> </u>			

					Carroll Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC Peak Hour	QK Dir Factor	AAWDT QW	Year
own of Hillsville				From:	17-1024	-				
1007	0.06	160	R		17-1024		NA		NA	1986
				To: From:	17-1025					
007	0.51	160	R				NA		NA	1986
				To: From:	17-1006					
1007	0.15	40	R	To:	Dead End		NA		NA	1986
				From:	US 52					
1008	0.07	820	R		03 32		NA		NA	1986
				To:	17-1001					
$\overline{}$				From:	US 52					
1009	0.07	1200	R				NA		NA	1986
				To: From:	17-1001					400
1009	0.30	530	R				NA		NA	1986
	0.20	220		From:	17-1010		NΙΔ		NA	100/
1009	0.20	230	R				NA		NA	1986
1000	0.12	20	R	From:	17-1026		NA		NA	1986
1009	0.12	20		To:	Dead End		IVA		IVA	1500
				From:	Dead End					
1010	0.24	160	R				NA		NA	1986
				To: From:	17-1009					
1010	0.09	120	R				NA		NA	1986
				To:	Dead End					
	0.00	70	_	From:	17-886		NIA		NIA	400
1011)	0.30	70	R	To:	Dead End		NA		NA	198
				From:	17-1013	<u> </u>				
1012)	0.14	850	R		17 1013		NA		NA	199
				To:	US 58					
				From:	17-1015					
1013	0.18	790	R	To:	17.1010		NA		NA	199
				From:	17-1012					
1014)	0.33	1500	R	r toin.	US 58		NA		NA	199
1014)	0.00	1000	• • • • • • • • • • • • • • • • • • • •	To:	US 52		10.		10.	100
				From:	US 52					
1015	0.12	1000	R	<u></u>			NA		NA	1986
				To: From:	17-1013					
1015)	0.08	570	R	_			NA		NA	198
				To:	17-668					
	0.10	120	R	From:	US 52		NA		NA	198
1016	0.10	120	IX.				INA		INA	130
1016	0.15	60	R	From:	17-1005		NA		NA	1986
1016	J. 10			To:	Dead End					
				From:	Dead End					
1017)	0.21	80	R	<u> </u>			NA		NA	1986
				To: From:	17-1000	\Box				
1017)	0.07	140	R				NA		NA	1986
				To:	US 52					
$\overline{}$	0.10	70	_	From:	US 52		A 1 A			400
1018)	0.10	70	R	To:	Dead End		NA		NA	1986
					DCau Ellu	·				

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	/ Year
Town of Hillsville				From:	17-1020	1			
(1019)	0.20	70	R	_		NA		NA	1986
				To:	US 58	<u> </u>			
	1.12	970	R	From:	US 58	J NA		NA	1994
1020	1.12	910	K	To:	US 52; 17-1001]		NA.	1994
Carroll County									
	0.51	100	R	From:	17-705	J NA		NA	10/24/200
(1021)	0.51	100	1	To:	US 52			INA	10/24/200
Fown of Hillsville									
	0.04	45	R	From:	US 52	J NA		NA	10/09/200
1022	0.04	40	K	To:	17-1023]		NA.	10/09/200
				From:	17-1022	j			
1023	0.16	40	R	To:	17 1010	NA		NA	10/09/200
				From:	17-1018	<u> </u>			
1024	0.25	70	R		17-1007	J NA		NA	1994
				To:	17-1025]			
\bigcirc				From:	17-1007	J			
1025	0.34	120	R			NA -		NA	1986
	0.41	130	R	From:	17-1024	NA NA		NA	1994
1025	0.41	100	• • • • • • • • • • • • • • • • • • • •	To:	17-668]		107.	1004
				From:	17-1009	<u></u>			
1026	0.05	40	R	To:	17-1027	NA T		NA	1986
				From:	Dead End				
1027)	0.08	20	R		Dead End	NA NA		NA	1986
				To:	17-1026				
\bigcirc	0.45		_	From:	17-972]			40/00/000
1028	0.15	90	R	_		NA		NA	10/09/200
(1028)	0.42	45	R	From:	17-1029 SOUTH	NA		NA	10/09/200
(1028)				To:	17-1029 NORTH	1			. 0. 00. 200
1028	0.31	160	R	From:		NA		NA	10/09/200
				To:	US 221				
	0.12	47	R	From:	17-1028 SOUTH] NA		NA	10/09/200
1029	0.12	7/	IX.	To:	17-1028 NORTH]		INA	10/03/200
				From:	17-1032				
1031)	0.10	190	R			NA		NA	1986
				To: From:	17-1033				
1031)	0.07	100	R	To:	17-1030	NA 1		NA	1986
				From:	17-1031				
1032	0.06	230	R			NA		NA	1986
				To:	US 52				
	0.18	110	R	From:	17-1034	NA		NA	1986
(1033)	U. 10			To:	17-1031				1900
				From:	US 52				
1034	0.08	100	R	т	17.102	NA		NA	11/27/200
				To:	17-1031				

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	Peak I Peak	QK Dir Factor	AAWDT QW	Year
Town of Hillsville				From:	17-1031	1			
(1034)	0.23	70	R		17 1031	NA		NA	11/27/2001
\bigcirc				To: From:	17-1033				
1034	0.22	100	R	To-	17-780	NA 1		NA	1986
Carroll County									
1035)	0.57	1300	R	From:	17-808	J NA		NA	11/07/200
1033)				To:	Cul-de-Sac	1			
\bigcirc	0.00	470	_	From:	17-670			NIA	00/40/200
1036)	0.08	170	R	Tai	17 1027	NA 1		NA	09/19/200
1036)	0.26	100	R	From:	17-1037	NA		NA	09/19/200
				To:	Cul-de-Sac	1			
\bigcirc	0.70		_	From:	17-1036]		N.1.A	00/40/000
1037	0.76	70	R	To:	Cul-de-Sac	NA 1		NA	09/19/200
				From:	17-1037 WEST				
1038)	0.34	40	R	To:	15 1005 D.A.O.	NA NA		NA	1998
				From:	17-1037 EAST Cul-de-Sac	<u> </u>			
(1039)	0.32	180	R		Cui-de-sac	NA NA		NA	11/07/200
				То:	17-780	1			
\bigcirc	0.44		_	From:	17-740			NIA	4000
(1040)	0.11	50	R	To:	Cul-de-Sac	NA 1		NA	1986
Town of Hillsville						•			
	0.07	20	R	From:	Dead End	NA		NA	1994
(1041)	0.07	20	K	To:	17-1042	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		INA	1994
(1041)	0.18	160	R	From:	17-1042	NA		NA	1994
				To:	US 52				
\bigcirc	0.12	400	_	From:	17-1041	, NA		NIA	1004
(1042)	0.12	100	R	т	17.1040	NA 1		NA	1994
(1042)	0.04	10	R	From:	17-1043	NA		NA	1994
				То:	Dead End	1			
\bigcap	0.09	40	_	From:	Dead End] NA		NA	1994
(1043)	0.09	40	R	To:	17-1042]		INA	1994
Carroll County									
(1044)	0.09	20	R	From:	Dead End	NA		NA	10/11/2001
1044	0.00			To:	17-666	IVA			15/11/200
				From:	17-669]			
(1045)	0.33	30	R	To:	Dead End	NA 1		NA	10/09/2001
Town of Hillsville					Dead Elid	<u> </u>			
			_	From:	US 58				10/00:55
(1046)	0.07	48	R	To:	NCL Hillsville	NA 1		NA	10/09/2001
Carroll County				1		•			
	0.45	40	-	From:	NCL Hillsville			NIA	10/00/000
(1046)	0.15	48	R			NA 1		NA	10/09/2001
(1046)	0.08	10	R	From:	17-1065	NA		NA	10/09/2001
(1046)				To:	Dead End	1			

					Carroll Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:	17-670							
(1047)	0.10	20	R			_	NA			NA		09/19/200
				To-	Dead End							
	0.30	70	R	From:	Dead End		NA			NA		10/24/200
1048	0.30	70	K	To:	17-705		INA			INA		10/24/200
				From:	Dead End							
1049	0.32	110	R				NA			NA		10/24/200
				To:	17-821							
	0.05	400		From:	Cul-de-Sac		NIA			NIA		40/00/000
1050	0.85	180	R	To:	US 58	1	NA			NA		10/22/200
				From:	Dead End							
1051)	0.38	20	R	<u> </u>	Dead End		NA			NA		11/27/200
				To:	17-691							
				From:	Cul-de-Sac							
(1052)	0.31	90	R	_		_	NA			NA		1998
				To:	17-791							
	0.12	30	R	From:	17-887		NA			NA		10/22/200
1053	0.12	30	K	To:	Cul-de-Sac		INA			INA		10/22/200
				From:	US 58	1						
1054	0.43	120	R		0.5 2.0		NA			NA		10/22/200
				To:	End Loop							
	0.08	80	R	From:	Gap Terminus		NA			NA		10/22/200
1054	0.00	00	1	To:	17-731	1	INA			INA		10/22/200
				From:	US 58	l						
1055)	0.20	120	R				NA			NA		10/22/200
				To:	Dead End							
				From:	17-887							
1056	0.21	50	R	To:	D 15 1	_	NA			NA		10/22/200
				From:	Dead End	<u> </u>						
1057	0.10	30	R		17-887		NA			NA		10/22/200
1007)				To:	Dead End							
				From:	Dead End							
1058)	0.08	20	R				NA			NA		08/08/200
				To:	17-888							
	0.40	00	_	From:	Cul-de-Sac		NI A			NIA		40/00/000
1059	0.18	60	R	To:	17-722	1	NA			NA		10/22/200
				From:	Dead End							
1060	0.28	20	R		Dead End		NA			NA		10/22/200
				To:	17-805							
				From:	Cul-de-Sac							
1061)	0.08	20	R				NA			NA		10/22/200
				To:	17-722							
1000	0.10	30	R	From:	17-1021	_	NA			NA		11/27/200
1062	0.10	50	11	To	Dead End	7	11/7			11/		11/21/200
				From:	17-1064							
1063	0.09	20	R			_	NA			NA		1998
				To:	17-1059							
\bigcirc				From:	Cul-de-Sac							
1064	0.08	20	R	Tar	17.10/0	- 1	NA			NA		1998
				To:	17-1063							

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT (QW Year
			From:					
0.12	10	R			NA		NA	10/09/2001
			To					
0.06	20	Б	From:	Dead End	NIA		NΙΔ	00/20/200
0.06	30	ĸ	To:	17-700	INA I		NA	08/20/2001
			From:					
0.50	50	R	<u></u>		NA		NA	1998
			To:	Cul-de-Sac				
0.50	400	В	From:	17-722	NIA.		NIA	10/22/200
0.50	100	K	To:	Dead End	INA		INA	10/22/200
			From:					
0.25	40	R			NA		NA	10/24/200
			To:	17-1049				
0.00	40		From:	17-669	NIA		NIA	10/00/200
0.20	48	ĸ	To:	Dead End	INA I		NA	10/09/200
			From:					
0.28	40	R			NA		NA	11/27/200
			To:	Dead End				
0.45	40	-	From:	17-1071	N.A.		NIA	44/07/000
0.15	10	K	To:	Dead End	NA I		NA	11/27/200
			From:					
0.37	NA		<u> </u>	17 0000 (15)	NA		NA	
			To	Cul-de-Sac/				
		_	From:	17-941				
0.25	20	R	To:	Dead End	NA I		NA	1998
			From:					
0.05	20	R		05 36	NA		NA	1994
			To:	Dead End				
			From:	17-707				
0.34	20	R	To:	Dood End	NA I		NA	11/07/200
0.06	20	R	<u></u>	Dead End	NA		NA	1998
			To:	US 58				
			From:	17-692				
0.25	40	R	To	Dood End	NA I		NA	09/10/2001
0.14	20	R	<u></u>	17-091	NA		NA	11/27/200
			To:	Dead End				
			From:	SR 100				
0.25	40	R	т	D 15 1	NA		NA	1998
0.50	40	R	r rom.	17-800	NA		NA	08/22/200
			To:	Dead End	11/1			
			From:	17-00729(B)/				
0.24	NA		_		NA		NA	
			To:	Dead End				
0.24	80	R	From:	SR 97	NA		NA	08/06/200
11.74	ลบ	ĸ			NA		INA	U8/U6/2001
	0.12 0.06 0.50 0.50 0.25 0.20 0.28 0.15 0.37 0.25 0.05 0.34 0.06 0.25 0.14 0.25	0.12 10 0.06 30 0.50 50 0.50 100 0.25 40 0.28 40 0.15 10 0.37 NA 0.25 20 0.05 20 0.05 20 0.14 20 0.14 20 0.25 40 0.25 40 0.25 40	0.12 10 R 0.06 30 R 0.50 50 R 0.50 100 R 0.25 40 R 0.28 40 R 0.15 10 R 0.37 NA 0.25 20 R 0.05 20 R 0.05 20 R 0.05 20 R 0.05 20 R 0.06 20 R 0.06 20 R 0.25 40 R 0.25 40 R	0.12 10 R	17-1046 17-1046 17-1046 17-1046 17-1046 17-1046 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-100 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1049 17-1071	17-1046	17-1046	17-1046

					Carroll Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:	Dead End	ì						
(1091)	0.38	200	R			- -	NA			NA		08/08/2001
				To:	17-722							
	0.30	70	R	From:	Cul-de-Sac	J	NA			NA		1998
1092	0.30	70	ĸ	To:	17-1091	1	NA			INA		1990
				From:	Dead End							
(1095)	0.19	20	R			-	NA			NA		11/05/2001
				To:	17-624							
\bigcirc	0.40	00		From:	Cul-de-Sac		NI A			NIA		00/00/000
1097	0.13	60	R	To:	17-722	1	NA			NA		08/08/200
				From:	17-683; 17-826	1						
(1099)	0.72	20	R		17 605, 17 620		NA			NA		11/27/200
				To:	Dead End							
\bigcirc				From:	US 58							
(1100)	0.54	60	R	To:	D. IF. I	7	NA			NA		10/09/2001
				From:	Dead End	1						
(1101)	0.45	80	R		17-1102	J	NA			NA		09/06/2001
(1101)	00			To:	SR 100]						00/00/200
				From:	Dead End	j						
1102	0.04	10	R			_	NA			NA		09/06/2001
				To: From:	17-1101	<u> </u>						
(1102)	0.05	40	R	_		7	NA			NA		09/06/2001
				To:	17-771	<u> </u>						
	0.23	100	R	From:	SR 100	J	NA			NA		1986
(1103)	0.23	100	K	To:	Dead End	1	INA			INA		1900
				From:	SR 100							
1104	0.10	40	R			-	NA			NA		1986
				To:	Dead End							
	0.54	40	_	From:	Dead End]						44/40/000
1105	0.54	40	R	To:	17-1103	7	NA			NA		11/13/2001
				From:	17-1105	<u>. </u>						
(1106)	0.17	10	R	<u> </u>	17 1103	_	NA			NA		11/13/2001
\bigcirc				To:	Dead End							
				From:	17-707							
1107	0.13	200	R	To:	D. IF. I	7	NA			NA		11/07/2001
				From:	Dead End	1						
(1100)	0.14	20	R	rioni.	17-1109	_	NA			NA		10/22/2001
(1108)	0.14	20		To:	Dead End	1	147 (1471		10/22/2001
				From:	17-620	Ī						
(1109)	0.25	40	R			_	NA			NA		10/22/2001
				To:	Dead End	<u> </u>						
\bigcirc	0.00	20	_	From:	17-1112]	N1 A			NI A		1000
1110	0.08	20	R			7	NA			NA		1986
	0.07	00	R	From:	17-1111		NI A			NA		1006
(1110)	0.07	80	ĸ	To:	17-708	1	NA			NA		1986
				From:	Dead End	i I						
1111	0.07	20	R		2000 2000	_	NA			NA		1986
\bigcup				To:	17-1110							

					Carroll Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2		()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				From:	17-1110								
(1111)	0.05	30	R	_	17 1110			NA			NA		1986
				To:	Dead End								
	0.26	20	R	From:	17-1110			NA			NA		1986
(1112)	0.20	20	K	To:	Dead End			INA			INA		1900
				From:	Cul-de-Sac								
1115	0.25	60	R					NA			NA		10/22/2001
				To: From:	17-743								
(1116)	0.34	60	R	r toni.	Dead End			NA			NA		1986
(110)				To:	US 58								
				From:	Dead End								
1120	0.10	60	R	To:	110.50			NA			NA		1994
				From:	US 58								
(1121)	0.30	NA			Cul-de-Sac/			NA			NA		
1121)				To:	US-00221(B)/								
				From:	US 58								
(1125)	0.05	20	R					NA			NA		10/22/2001
	2.25			From:	17-1126								10/00/0001
(1125)	0.05	10	R	To:	Dead End			NA			NA		10/22/2001
				From:	17-1125								
1126	0.07	20	R		17 1120			NA			NA		10/22/2001
				To:	17-787								
\bigcirc	0.50	40		From:	17-608								00/00/0004
(1130)	0.50	40	R	To:	17-670			NA			NA		09/26/2001
				From:	Cul-de-Sac/								
(1131)	0.25	NA		L	Cui-uc-Suc/			NA			NA		
				To:	17-00740(B)/								
\bigcirc				From:	17-843								00/04/0004
(1135)	0.26	30	R	To:	Dead End			NA			NA		08/01/2001
				From:	Dead End								
(1140)	0.04	20	R	<u> </u>	Doud End			NA			NA		09/10/2001
				To: From:	17-1141								
1140	0.07	40	R					NA			NA		09/10/2001
				To:	17-687								
	0.06	6	R	From:	0.06 MW 17-1140			NA			NA		09/10/2001
(1141)	0.00	•		To:	17 1140			14/1			IVA		03/10/2001
(1141)	0.04	20	R	From:	17-1140			NA			NA		09/10/2001
				To:	0.04 ME 17-1140								
				From:	Dead End								
(1145)	0.19	30	R	To:	17.714	-		NA			NA		09/19/2001
				From:	17-614								
(1146)	0.31	30	R		Dead End			NA			NA		09/19/2001
		-		To:	17-614								
				From:	US 221								
9084	0.30	440	R	To:	HC 50 CARROLL OV HC			NA			NA		1992
				From:	US 58 CARROLL CY HS US 58								
9084	0.17	600	R					NA			NA		1992
				To:	CARROLL CY HS								

					Carroll Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Carroll County				_								
	0.10	150	R	From:	SR 100		NA			NA		1992
9085	0.10	130	IX.	To	17-978 SYLVATUS SCH		INA			INA		1332
				From:	17-620							
9087	0.14	140	R	<u></u>			NA			NA		1992
				To:	LAMBSBURG SCH							
	2.00		_	From:	17-688							1000
9474	0.20	230	R	To:	ST PAUL INT SCHOOL		NA			NA		1992
				From:	SR 97							
9497)	0.10	140	R		SR 77		NA			NA		1992
				To:	OAKLAND ELEM SCH							
				From:	17-743							
(9551)	0.15	140	R				NA			NA		1992
				To:	17-740 LAUREL SCH							
	0.14	200	R	From:	17-685		NA			NA		1992
9672	0.14	200	K	To:	FANCY GAP SCH		INA			INA		1992
				From:	17-753							
9673	0.10	60	R				NA			NA		1992
				To:	DUGSPUR ELEM SCH							
\bigcirc				From:	17-670							
(9674)	0.10	90	R	To:	CLADGDODO FLEM COLL		NA			NA		1992
				10.	GLADSBORO ELEM SCH							
Town of Hillsville				From:	17-1014							
9748)	0.05	350	R	<u></u>			NA			NA		1986
				To-	17-1014							
Carroll County				From:	45.005							
0047	0.10	180	R	FIOIII.	17-887		NA			NA		1986
(9817)	0.10		• • •	To:	17-887							1000
				From:	17-872							
9818)	0.10	280	R				NA			NA		1986
				To:	17-872							
	0.00	20		From:	Floyd County Line		NIA			NIA		00/00/000
(781)	0.30	20	R	To:	17-630		NA			NA		08/06/2002
				From:	17-631 Carroll County							
608 Pilot View Drive	1.77	80	R		17-051 Carron County		NA			NA		09/18/2002
999				To:	70-638							
City of Galax												
Calhaun St	0.07	2200	G	From:	Jefferson St 0% 3% 0% 1% 0%	0	0.100	F	0.636	2400	_	2002
2 Calhoun St	0.07	2300	G	95% To:	0% 3% 0% 1% 0% SR 89 Main St	С	0.109	Г	0.636	2400	G	2002
				From:	US 58 Stuart Dr							
3 Fries Rd	0.58	1500	G	97%	0% 2% 0% 0% 0%	С	0.106	F	0.648	1600	G	2002
113/				To:	Sherry La							
3 Fries Rd	1.03	1900	G	97%	0% 2% 0% 0% 0%	F	0.093	F	0.607	2000	G	2002
113/				To	NCL Galax							
\sim				From:	113-3 Fries Rd							
Iron Bridge Rd	0.21	NA		_{T.}	40 (07 ID 112 G . T		NA			NA		
				To:	38-607 JB-113 Gap Terminus NCL Galax							
(4051) Branch St	0.43	360	G	97%	SCL Galax 1% 2% 0% 0% 0%	С	0.125	F	0.673	380	G	2002
Hanch St Branch St	0.43	300	3	91 70 To:	SR 89 Main St	O	0.120	1	0.073	300	J	2002

Control Color Co						C	arroll Maintenand	e Area								
Cite of Galax	Route	Length	AADT	QA	4Tire	Bus	•••		2Trail	- QC		QK		AAWDT	QW	Year
Oldriown Rd 0.37 1100 G 02% 0% 4% 1% 1% 2% 0% 1	City of Galax															
Shuart Dr																
Stuart Dr 0.48 4400 G 695% 196 296 796 196 796	(4052) Oldtown Rd	0.37	1100	G		0%		2%	0%	С	0.104	F	0.720	1100	G	2002
Stuart Dr 0.48 4400 G 95% 1% 2% 0% 1% 0% 1% 0% F 0.094 F 0.562 4600 G 2000 C 20																
Abbertum No. Stuart Dr 0.29 4600 G 95% 1% 2½ 0% 1% 0% F 0.094 F 0.596 4800 G 200.	3052) Stuart Dr	0.48	4400	G	95%	1%		1%	0%	F	0.094	F	0.562	4600	G	2002
Stuart Dr 0.29 4600 G 95% 1% 2% 0% 1% 0% F 0.094 F 0.596 4800 G 200	1132															
Supplied Street Supplied Street S	Stuart Dr	0.29	4600	G		1%		1%	0%	F	0 094	F	0 596	4800	G	2002
Mac Arthur St 0.19 3300 G 95% 1% 2% 0% 1% 0% C 0.125 F 0.697 3500 G 2000	113 113	0.20	4000	Ū	_	170		170		•	0.004	•	0.000	4000	O	2002
Circle De					From:			r								
Circle Dr	4052 Mac Arthur St	0.19	3300	G	95%	1%	2% 0%	1%	0%	С	0.125	F	0.697	3500	G	2002
Mac Arthur St	1139				To		Circle Dr		ŀ							
SS SS SS SS SS SS SS S	4052) Mac Arthur St	0.31	2600	G		1%		1%	0%	F	0.106	F	0.505	2700	G	2002
Lineberry Rd	113				To:		SR 89 Main St									
Lineberry Rd 1.21 5100 G 93% 0% 3% 1% 4% 0% C 0.097 F 0.630 5300 G 200: Company C					From:		SR 89 Main St		Ī							
Oldsown St	4053) Lineberry Rd	1.21	5100	G	93%	0%		4%	0%	С	0.097	F	0.630	5300	G	2002
Meadow St 0.59 9500 G 93% 0% 3% 1% 4% 0% F 0.091 F 0.562 9900 G 200;	113/				To:		Oldtown St									
Section Sect	Meadow St	0.59	9500	G		0%		4%	0%	F	0.091	F	0.562	9900	G	2002
Grayson St 0.38 1600 G 95% 1% 2% 1% 1% 0% C 0.110 F 0.617 1700 G 200: State D	113	0.00	0000	•	_	070			- 70		0.001	•	0.002	0000	Ū	2002
Grayson St 0.38 1600 G 95% 1% 2% 1% 6 0% C 0.110 F 0.617 1700 G 200:					From:				1							
10	Gravson St	0.38	1600	G	95%	1%		1%	0%	С	0.110	F	0.617	1700	G	2002
Calbour St 0.12 1200 G Calbour St 0.117 F 0.535 1300 G 2000 G G G G G G G G G	113				_											
Jefferson St 0.12 1200 G					From:											
Section Sect	Jefferson St	0.12	1200	G	<u> </u>		Cumoun St				0.117	F	0.535	1300	G	2002
Defersion St Defe	113	· · · -		•	т.,						• • • • • • • • • • • • • • • • • • • •	•	0.000		•	
US 58 Stuart Dr Meadow St	O Jefferson Ch	0.00	4400	_	From:	00/		40/			0.400	_	0.574	1400	0	2002
Meadow St	4055) Jenerson St	0.29	1400	G		U%			0%	C	0.106	Г	0.57 1	1400	G	2002
Country Club La Country Cl																
Poplar Knob Rd	Oldtown St	0.14	2500	G		10/		10/	0%	C	0.107	_	0.607	2700	G	2002
Poplar Knob Rd 1.08 1900 G 96% 1% 2% 1% 1% 0% F 0.109 F 0.69 1900 G 2000	4056 113	0.14	2300	•	30 /0	1 /0	270 170	1 /0	070	C	0.107	'	0.007	2100	O	2002
Form	O 5 + 1/ + 5+			_		401		407		_	2 4 2 2	_		1000		
SECL Galax SEC	(4056) Poplar Knob Rd	1.08	1900	G	_	1%		1%	0%	F	0.109	F	0.69	1900	G	2002
Country Club Ln 0.21 1100 G 97% 0% 2% 0% 1% 0% F 0.106 F 0.571 1100 G 2003																
Poplar Knob Rd Popl		0.04	4400	_		00/		40/	00/	_	0.400	_	0.574	4400	_	0000
Popular Knob Rd Popular Kn	4057 Country Club Ln	0.21	1100	G	97%	0%	2% 0%	1%	0%	F	0.106	F	0.571	1100	G	2002
Second S	^						Poplar Knob Ro		-							
US 58 E Stuart Dr Sign	113 /	0.78	3100	G	97%	0%	2% 0%	1%	0%	С	0.096	F	0.554	3300	G	2002
Dixon La 0.32 870 G 97% 0% 2% 0% 1% 0% F 0.123 F 0.711 910 G 2000					To:		US 58 E Stuart I	Or								
Glendale Rd O.62 6500 G 97% O% 2% O% 1% O% F O.1 F O.545 6700 G 2000	4057) Dixon La	0.32	870	G		0%	2% 0%	1%	0%	F	0.123	F	0.711	910	G	2002
Glendale Rd 0.62 6500 G 97% 0% 2% 0% 1% 0% F 0.1 F 0.545 6700 G 2000	113/				To:		Glendale Rd									
Cliffview Rd 1.05 6000 G 97% 0% 2% 0% 1% 0% C 0.090 F 0.594 6200 G 2002 Haynes Rd Haynes Rd Haynes Rd Haynes Rd					From:		US 58 E Stuart I	Or								
Cliffview Rd C 0.090 F 0.594 6200 G 2002	4058) Glendale Rd	0.62	6500	G	97%	0%	2% 0%	1%	0%	F	0.1	F	0.545	6700	G	2002
Glendale Rd 1.05 6000 G 97% 0% 2% 0% 1% 0% C 0.090 F 0.594 6200 G 2002 Haynes Rd	113/				To:		Cliffview Rd									
Haynes Rd	Glendale Rd	1.05	6000	G		0%		1%	0%	С	0.090	F	0.594	6200	G	2002
Glendale Rd 1.02 3500 G 97% 0% 2% 0% 1% 0% F 0.088 F 0.549 3700 G 2002 NCL Galax From Glendale Rd Glenda	113				To:											
To NCL Galax Solution NCL Galax State NCL Galax State NCL Galax	Glondalo Pd	1.02	2500	G	From:	Λ0/-		10/	0%		0.088		0.540	3700	G	2002
Cliffview Rd 0.39 4500 G 95% 0% 2% 1% 1% 0% C 0.1 F 0.521 4700 G 2002 C 0.1	4058 Gleridale Ru	1.02	3300	G	_	0 /0		1 /0	0 /6		0.000	'	0.549	3700	G	2002
Cliffview Rd 0.39 4500 G 95% 0% 2% 1% 1% 0% C 0.1 F 0.521 4700 G 2002 C 0.24 2600 G 93% 0% 2% 1% 3% 0% C 0.092 F 0.528 2700 G 2002 C 0.092 C 0.092 F 0.528 2700 G 2002 C 0.092 C 0.092 F 0.528 2700 G 2002 C 0.092 C 0.092 C 0.092 C 0.092 F 0.528 2700 G 2002 C 0.092																
NCL Galax From Glendale Rd	Cliffyiow Pd	U 30	4500	G		O0/-		10/-	Λ0/-	C	0.1	F	0.521	4 7 00	G	აიია
Cranberry Rd 0.24 2600 G 93% 0% 2% 1% 3% 0% C 0.092 F 0.528 2700 G 2002 C	4059 CIII VIEW IXU	0.38	-500	G		U /0		1 /0	0 /0	C	0.1	ı.	U.UZ I	+100	G	2002
4060 Cranberry Rd 0.24 2600 G 93% 0% 2% 1% 3% 0% C 0.092 F 0.528 2700 G 2002 G 200																
US 58 Stuart Dr US 58 Stuart Dr From US 58 Stuart Dr From From US 58 Stuart Dr From From G 93% 0% 2% 1% 3% 0% F 0.110 F 0.658 1900 G 2003	Cranhara Dd	0.04	2600	_	<u> </u>	00/		20/	00/	_	0.000	_	0.500	2700	C	2002
US 58 Stuart Dr 4060 Cranberry Rd 0.30 1900 G 93 0% 0% 2% 1% 3% 0% F 0.110 F 0.658 1900 G 2002	4060) Clariberry Ku	0.24	∠ 000	G		U%			U%	C	0.092	Г	∪.528	2100	G	2002
113 /																
Te ECL Galax	(4060) Cranberry Rd	0.30	1900	G		0%		3%	0%	F	0.110	F	0.658	1900	G	2002
	•••				To:		ECL Galax									

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Calloway St		370	G	From: To:		Webster St Hanks St				0.105	F	0.506	390	G	2002
Clover St		1100	G	From:		Stanley Dr Valley St				0.108	F	0.594	1100	G	2002
Forrest Ave		130	G	From:		Country Club La	1			0.091	F	0.615	130	G	2002
Kenbrook Dr		330	G	From:		Piine Knoll Dr Scotland Dr				0.09	F	0.761	350	G	2002
Langer Meadow		5400	G	From:		SR 89 Bedsaul Rd				0.088	F	0.574	5700	G	2002